TESTS: Harley-Davidson FLH Classic, Yamaha IT175, Honda FT500 Ascot, Suzuki GS550M, Honda Motocompo, MR30 Pocket Racer

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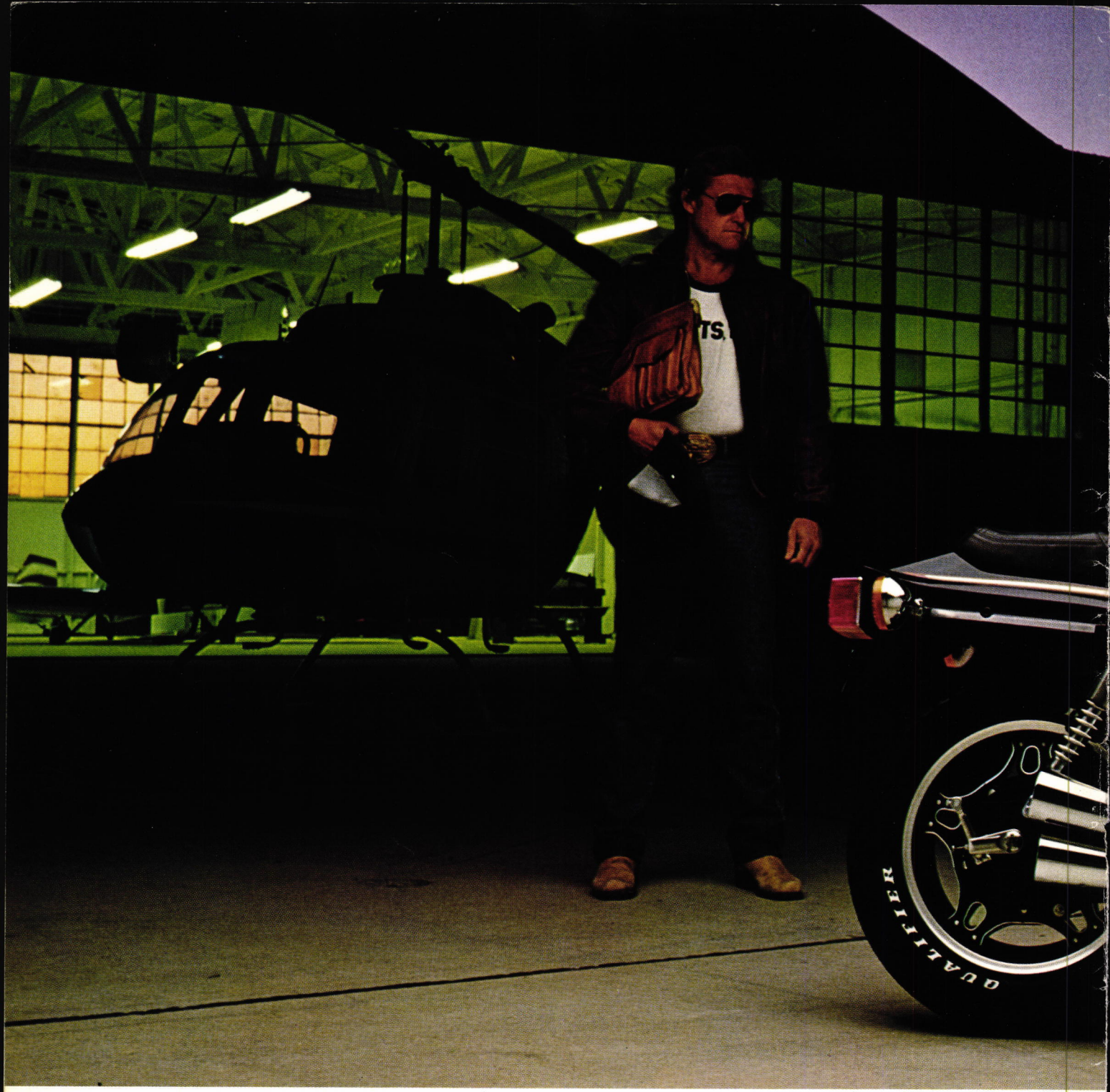

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OFF-ROAD

MAKE & MODEL	TYPE	ISSUE	ENGINE TYPE	WHEEL TRAVEL, IN. FRONT/REAR	WEIGHT, LBS	RAKE/TRAIL, DEGREES/INCHES	GEARS
Can-Am 125 Qualifier IV-'82	Enduro	March '82	Two-stroke	9.3/9.5	221	NA	6
Honda CR125R-'81	Motocross	April '81	Two-stroke	10.6/11.5	213	29.5/4.8	6
Honda CR250R-'82	Motocross	May '82	Two-stroke	11.4/12.0	228	27.5/4.3	5
Honda CR480R-'82	Motocross	April '82	Two-stroke	11.5/12.0	232	27.2/4.2	4
Honda XR200R-'81	Enduro	September '81	Four-stroke	9.0/10.2	228	28.4/4.9	6
Honda XR250R-'82	Enduro	December '81	Four-stroke	9.5/10.5	274	NA	5
Honda XR500R-'82	Enduro	November '81	Four-stroke	9.5/10.0	289	28.0/4.4	5
Husqvarna 250WR-'82	Enduro	June '82	Two-stroke	10.6/10.7	236	30.0/6.0	6
Husqvarna 430CR-'82	Motocross	January '82	Two-stroke	11.8/11.3	236	30.5/6.0	6
Italjet 350T-'82	Trials	December '81	Two-stroke	6.8/5.3	218	NA	6
Kawasaki KDX250-'81	Enduro	July '81	Two-stroke	9.9/11.0	248	28.0/4.7	6
Kawasaki KX250-'82	Motocross	May '82	Two-stroke	11.2/11.3	220	30.0/5.1	5
KTM 495 MC-'82	Motocross	July '82	Two-stroke	11.3/12.1	247	27.5/4.8	5
Maico Alpha 1 490-'82	Motocross	July '82	Two-stroke	11.6/11.5	246	28.5/5.0	5
Suzuki DR500-'82	Trail	November '81	Four-stroke	8.6/8.2	290	NA	5
Suzuki RM125-'81	Motocross	June '81	Two-stroke	10.8/11.7	205	29.5/4.8	6
Suzuki RM250-'82	Motocross	May '82	Two-stroke	10.6/12.3	217	29.3/4.8	5
Suzuki RM465-'82	Motocross	April '82	Two-stroke	10.8/12.0	234	29.3/4.8	4
Yamaha IT175-'82	Enduro	August '82	Two-stroke	10.2/11.2	216	28.5/4.9	6
Yamaha IT465-'81	Enduro	May '81	Two-stroke	10.0/11.4	247	28.5/4.8	5
Yamaha YZ250-'82	Motocross	May '82	Two-stroke	11.0/11.0	235	27.5/4.7	5
Yamaha YZ490-'82	Motocross	April '82	Two-stroke	11.3/12.8	238	28.5/4.7	4

STREET

MAKE & MODEL	ISSUE	ENGINE TYPE*	QUARTER-MILE, SEC./MPH	TOP SPEED, MPH	WEIGHT, LBS	FUEL CONSUMPTION, MPG	STOPPING DISTANCE FROM 60 MPH, FT.
BMW R65 LS-'82	April '82	2C/G	14.15/92.4	110	417	35-50	138
BMW R80 G/S-'81	November '81	2C/G	14.07/92.3	105	405	36-54	NA
BMW R100RS-'81	May '81	2C/G	13.48/98.4	127	492	34-52	145
BMW R100RT-'82	May '82	2C/G	13.86/95.1	122	523	35-50	148
H-D FLH Classic-'82	August '82	45-deg. 2D/F	15.47/82.0	101	752	32-42	180
H-D FXRS-'82	December '81	45-deg. 2D/F	13.92/93.1	109	594	40-47	124
H-D Tour Glide-'80	September '80	45-deg. 2D/F	15.58/83.9	108	785	35-44	161
Honda CB400T-'81	October '81	2A/F	NA	NA	397	52-61	NA
Honda CB750F-'81	June '81	4A/F	12.40/108.3	118	526	38-53	126
Honda CB900F-'81	July '81	4A/F	12.21/111.1	141	547	41-47	130
Honda CB1100R-'81	November '81	4A/F	NA	155	518	31-48	NA
Honda CBX-'81	May '81	6A/F	12.01/113.9	136	646	23-40	130
Honda CX500 Turbo-'81	September '81	80-deg. 2E/G	NA	136	549	NA	NA
Honda FT500 Ascot-'82	August '82	1B/F	14.92/83.7	97	360	47-54	146
Honda GL500 Interstate-'81	August '81	80-deg. 2E/G	14.88/86.4	96	517	39-53	140
Honda GL1100-'81	April '82	4C/G	12.60/106.5	139	606	41-49	NA
Honda GL1100A Aspencade-'82	April '82	4C/G	13.23/98.8	139	724	40-50	145
Honda GL1100I Interstate-'82	April '82	4C/G	13.30/99.5	139	697	40-50	NA
Honda MB5-'82	January '82	1B/F	NA	57	187	NA	NA
Honda Nighthawk 750-'82	March '82	4A/F	12.74/103.8	131	543	36-49	128
Honda V45 Magna-'82	June '82	4D/G	12.34/105.9	129	507	30-46	124
Honda V45 Sabre-'82	June '82	4D/G	12.37/106.8	128	511	29-47	149
Kawasaki GPz550-'81	September '81	4A/F	12.97/101.7	119	449	52-63	149
Kawasaki GPz1100-'82	May '82	4A/F	11.33/119.4	137	534	35-48	127
Kawasaki KZ440D-'81	February '81	2A/H	14.59/89.1	107	383	56-64	135
Kawasaki KZ650CSR-'81	October '81	4A/F	NA	116	473	NA	NA
Kawasaki KZ750-'81	June '81	4A/F	12.43/108.2	128	471	38-60	128
Kawasaki KZ1000J-'81	February '81	4A/F	11.62/116.3	130	521	30-51	135
Kawasaki KZ1100A-'81	April '81	4A/G	11.62/117.6	142	559	38-44	NA
Kawasaki KZ1100 Spectre-'82	March '82	4A/G	11.96/110.4	142	553	36-44	132
Suzuki GS450S-'81	February '81	2A/F	NA	100	397	52-59	NA
Suzuki GS450T-'82	June '82	2A/F	NA	108	389	55-61	NA
Suzuki GS550M Katana-'82	August '82	4A/F	13.69/95.9	120	449	39-53	135
Suzuki GS650GL-'82	July '82	4A/G	NA	123	472	49-61	NA
Suzuki GS750E-'82	January '82	4A/F	12.01/109.1	127	519	34-49	127
Suzuki GS1000S Katana-'81	December '81	4A/F	11.40/118.7	141	525	33-51	129
Suzuki GS1100E-'82	May '82	4A/F	11.20/119.3	141	530	37-49	132
Suzuki GS1100 Twin Turbo-'81	October '81	4A/F	NA	172	548	NA	NA
Suzuki XN85 Turbo-'82	July '82	4A/F	NA	135	492	NA	NA
Yamaha 550 Maxim-'81	July '81	4A/F	NA	NA	424	50-52	NA
Yamaha 550 Seca-'82	February '82	4A/F	NA	121	418	41-55	NA
Yamaha 750 Seca-'81	June '81	4A/G	12.26/108.0	128	495	44-56	134
Yamaha SR500-'81	July '81	1B/F	N/A	96	361	48-66	NA
Yamaha 750 Virago-'82	January '82	75-deg. 2D/G	13.28/99.8	105	481	43-48	132
Yamaha 920 Virago-'82	February '82	75-deg. 2D/G	12.94/101.6	108	514	36-49	134
Yamaha XV920R-'82	February '82	75-deg. 2D/F	13.10/100.4	112	509	37-51	128

*A-Transverse Vertical, B-Vertical, (single-cylinder only), C-Horizontally Opposed, D-Tandem Vee, E-Transverse Vee, /F-Chain Final Drive, /G-Shaft Final Drive, /H-Belt Final Drive

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"Harley's FLH Classic is nothing less than tradition on wheels. It might have been born in a shower of sparks between some great hammer and anvil at the dawn of the Motorcycle Age."
—Pg. 18

ON THE COVER:
Chris Eastman captured the All-American Tour Train challenging the notion that you can get away from it all by taking it all with you. It's turn-key touring, with one hitch. But don't underrate the rig; it's a real sleeper.

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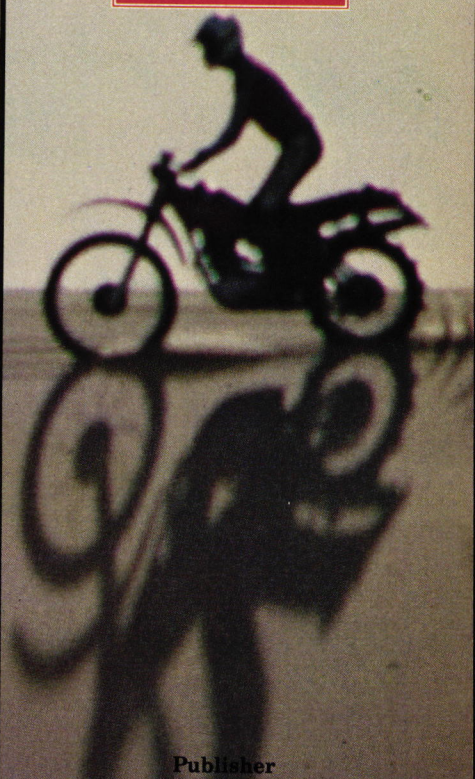

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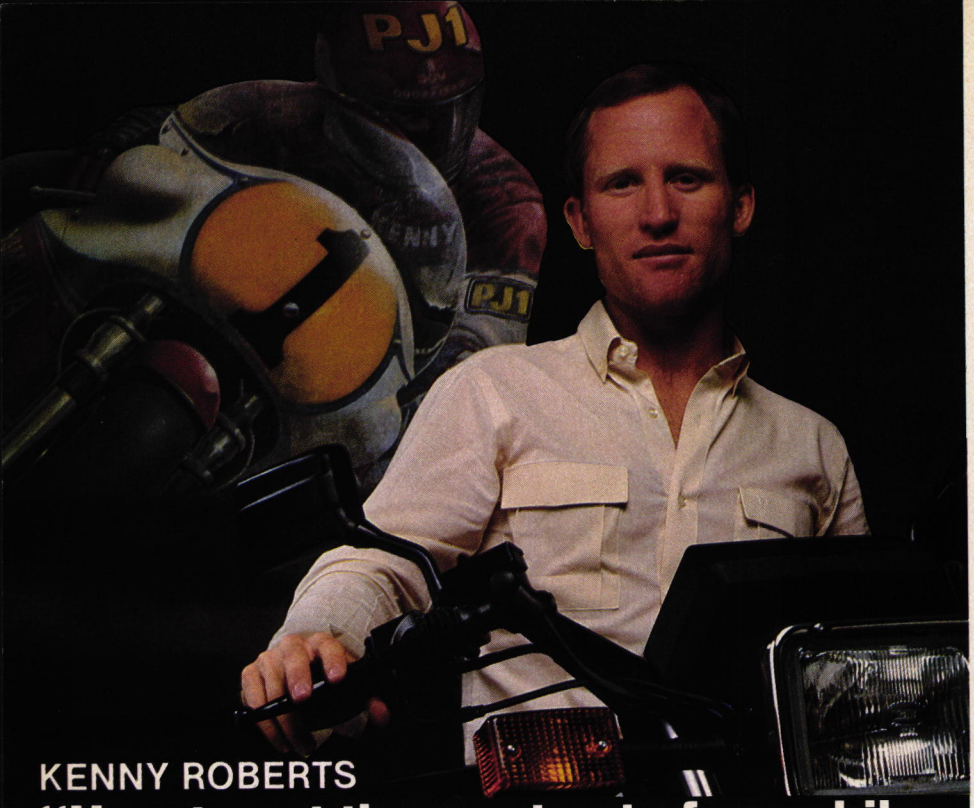

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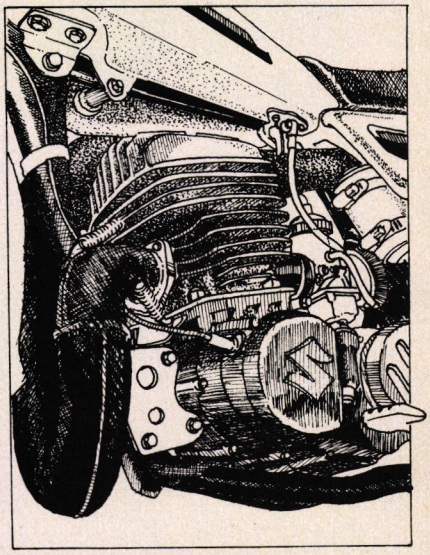

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Editorial

The Way We Were

Proof that there's nothing new under the sun . . . and little new under the tank.

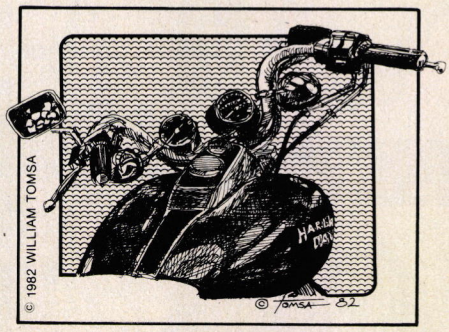
• The poet Robert Herrick once wrote, "Nothing is new; we walk where others went."

He wasn't referring to motorcycles, obviously, having penned those words a good 200 years before Gottlieb Daimler stuffed a crude internal-combustion engine into a wooden bicycle frame to concoct the first motorcycle. But had Herrick's assessment of newness been directed toward two-wheelers, it could have been written this morning. Because even though modern motorcycles are extremely sophisticated, highly refined, awesomely competent products of space-age technology, precious few of their fundamental design elements truly are new. Most simply are old, often long-dead ideas that have been recycled through the clever application of the latest technology. The finished products usually look entirely different, perform far better and are eons more sophisticated than the originals; but with infrequent exception, the concepts themselves are not new.

Back around the turn of the century, you see, internal-combustion engines, and the devices into which they might possibly be installed, were the playtoys of virtually every mechanically inclined inventor and tinkerer in the civilized world, not one of whom had the foggiest notion where the limitations for this just-born field of endeavor might be. So imaginations ran at redline as clever people everywhere tried their hand at designing a better motorized bicycle. Engines of almost every conceivable type, size, location and number of cylinders were conjured and built. Ideas for motorcycle chassis ran the gamut, from the ridiculous to the sublime to the outright dangerous, the only cardinal rule seeming to be the use of just two wheels, one more or less in front of the other.

Most ideas never saw the light of day as a production reality, dying a slow death in someone's barn or basement after proving impractical, unworkable or just plain impossible. But many did reach fruition, enough that a whole new industry could be built around them.

Since those early days, the incidence of original major design breakthroughs has steadily declined. Which is not to say that today's motorcycle engineers are lacking in imagination; to the contrary, they are, in every sense of the word, brilliant, capable of at least as much innovation and creativity as any of those pioneers. It's just



that because the fundamentals were spoken for a long time ago, they must create and innovate in a different way. Rather than inventing never-before-seen engines, chassis and the like, today's designers usually begin with a concept that is older than they are and use their ingenuity to craft something that is state-of-the-art by virtue of its execution, not the totality of its originality.

A perfect example is today's most ubiquitous motorcyle engine, the inline four. "Introduced," if you will, by Honda in 1968, the four revolutionized the sport. It was largely responsible for the motorcycle resurgence of the Seventies, becoming the requisite powerplant for the so-called Universal Japanese Motorcycle and ushering in a whole new era of mind-boggling performance. But the very first inline four-cylinder motorcycle was the Holden, built, as incredible as it may seem, in 1897, 71 years before the Honda 750 four. And it was even liquid-cooled, to boot.

Tracing the origins of other contemporary motorcycle engines brings about similar results. In fact, two configurations currently enjoying a rejuvenation—the single and the vee-twin—were the very first types of powerplants used in motorcycles. One of the first engines to use overhead valves was a vee-twin, the 1906 J.A.P. (Harley's first vee was a side-valver and didn't come along until 1911), and the 1914 Indian vee-twin incorporated the luxury of an electric starter.

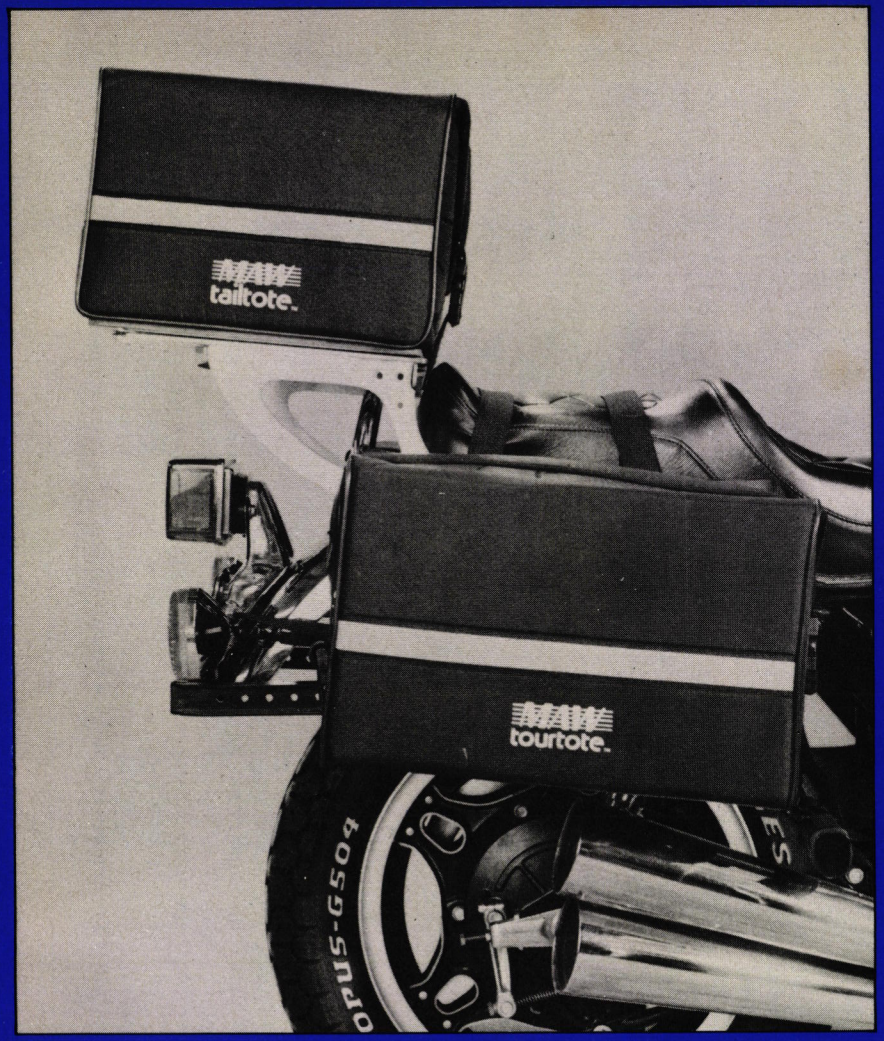
Many engine sub-systems, as well, have their ancestral roots firmly planted in the early years of motorcycling. The next time you hear someone touting the benefits of double overhead cams, for instance, agree with him, but also issue a reminder that the practice began with Peugeot's 500cc vertical-twin racing bikes of 1913. And shaft drive, which seems destined to be the predominant final-drive system of the Eighties, was first put into production on the Belgian-built FN of 1903.

You don't have to dig back into history quite as far to track down the genesis of certain other "new" trends in motorcycle design. Single-shock rear suspension, for example, has become mandatory for all of today's dirt bikes and many flagship streetsters; but the precursor of modern one-shocking was the fabulous and famous Vincent, vintage 1932, with a rear suspension that looked for all the world like a prototype for Yamaha's 1973-1981 Monoshock system. Then there is anti-dive front suspension, a feature that is cropping up on more and more sportbikes. But the Earles forks on BMWs of the Fifties and Sixties beat them to it, having mechanical anti-dive properties built right into the essential design. So did various and sundry leading-link front suspensions, which date all the way back to the NSU of 1909. And a few moto-visionaries are calling for hub-center steering—like that used on the experimental Elf-X endurance roadracer—to become the wave of the future. But they're basing at least part of their forecast on the fact that the Neracar of 1922, one of several two-wheelers of that period to use hub-center steering, was reputed to have the finest steering characteristics of any motorcycle ever built.

This litany could go on and on, reciting how both Matchless and Brough-Superior preceded Honda with vee-four engines by half a century; that one of the engines dominating roadracing today, the square four, is traceable to a 1931 Ariel of that same configuration; or even that countless little details that today are hyped as innovations—such as the use of screw-type valve-lash adjusters in place of shims, or straight-pull spokes instead of those with hooked ends—have been around as long as the motorcycle itself.

But don't just take my word for it; curl up with any of those elaborately illustrated coffee-table books that chronicle the history of motorcycles and see for yourself. There's some high entertainment to be gotten from the study of the evolution of the motorcycle, as well as a true appreciation of the uninhibited creativity that highlighted the early years.

Some call that nostalgia. Others call it ancient history. I call it perspective. After all, how can you expect to know where motorcycling is and where it's going if you don't know where it's *been*? —*Paul Dean*



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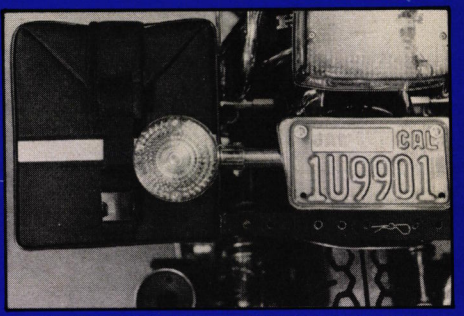

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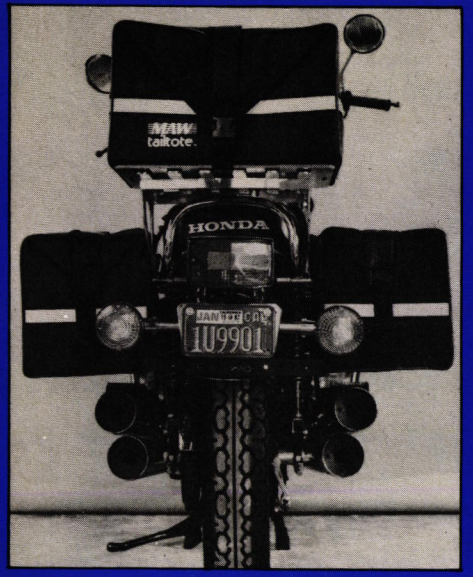

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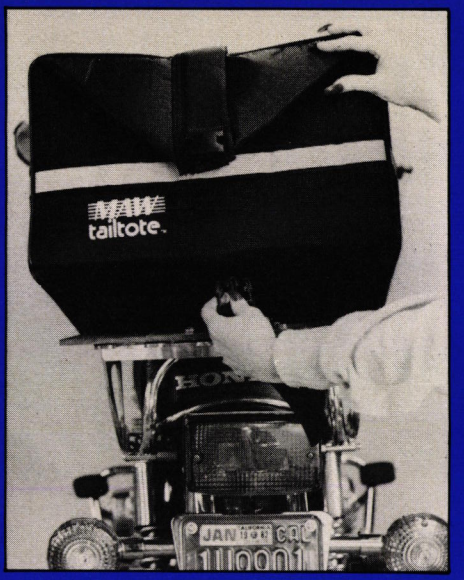

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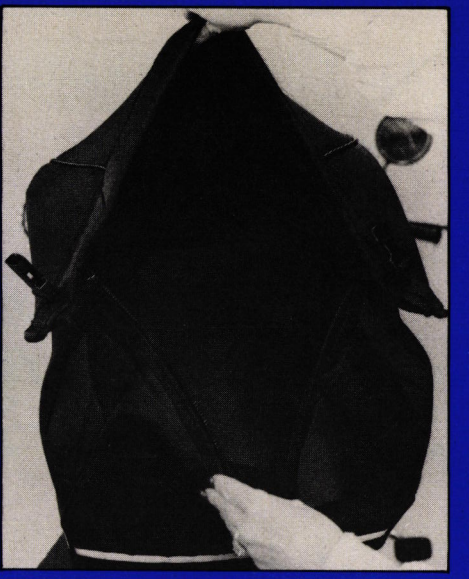

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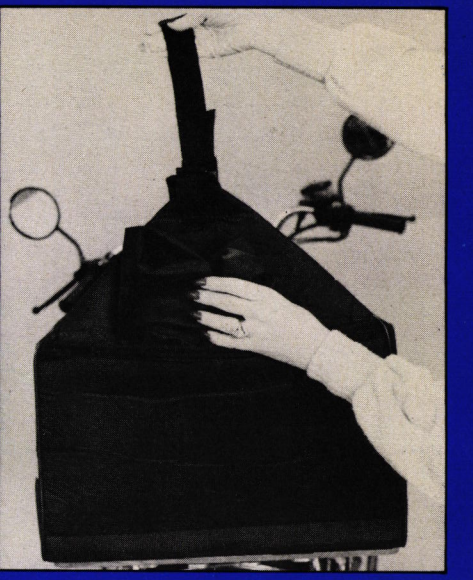

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Thompson at Large

Hanford, California

Flat fantasyland, with Dragonflies and Black Princes.

• Most grizzled veterans of moto-touring know that motivation is the prime value of having a destination for a ride. Often, the obstacles to actually putting together a ride seem simply too tough for the rewards of some distant jaunt. The result is over-use of local rides, and, eventually, riding boredom. Hence the need for a Destination.

It's best for a Destination to also be an Event. That's why classic Destinations like Daytona Beach, Sturgis and the Isle of Man are so popular; getting there gets you more than just there. It gets you the promise of a day or week of experiences.

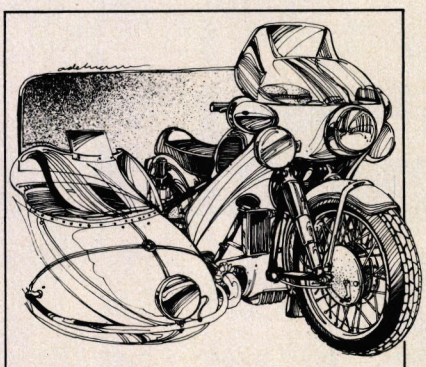
The trouble is, of course, that the classic Destination/Events are just *too* classic. They're crowded, noisy and, increasingly, more trouble than they're worth. Luckily, a few Events still are ripe for the enjoying—as yet uncrowded, and as yet undiscovered by most riding folks. One of the best is the Classic and Antique Motorcycle Association's annual rally in the flatlands of California's San Joaquin Valley.

A mass of stereotypes surrounds the event and its locale; stereotypes of classic-machine events held by and for Old Farts, and stereotypes of towns in the San Joaquin, which seem as inherently interesting as the anvil-flat lands surrounding them, whose cultural life might be as varied as, say, 10,000 acres of onions. If you've ever droned down Highway 99 between Stockton and Bakersfield, you'll have an image of the Valley as bugs, heat and boredom.

There are O.F.s in the classic world, naturally, just as there inarguably are bugs, heat, etc. in the San Joaquin. But if you're an adventurous spirit, you'll mark the last weekend in April for a ride to challenge those stereotypes.

If you'd done that this year, you'd have ridden into the pleasant experience that was CAMA Rally 82 in Hanford, California. In the process, you'd have had a weekend literally without equal in the world.

This is a claim CAMA's El Supremo, Frank Conley, did not make once during the weekend, but not because it isn't so. During the 15 years of the Rally's life, it has become the biggest event of its kind in the world. For most of those years, it was held in a huge parking lot in Visalia, Conley's home town a half-hour's ride from Hanford. Displaced from Visalia a few years ago, Conley's Rally came back closer to home this year—a move that silenced critics who sneered at the parking-lot ambience of the previous rallies, because Hanford's city fathers turned over the whole town square to Conley; grass, trees, courthouse steps and all. Thus in its 15th year, the event finally had a venue as appealing as its subjects.



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Those subjects were, of course, classic, old and merely unusual motorcycles. They competed for prizes awarded by a hard-working panel of judges, under rules hammered out by Conley; but a walk through the vast array of stunning hardware was all that was required to convince me that ferocious competition was not what CAMA was all about. It was about the enduring fascination of motorcycles—especially the motorcycles of one's past.

The variety of hardware was as astounding as its quality. Parked under immense old oak and elm trees were rare beauties like Douglas Dragonflies and Vincent Black Princes. Along the wide promenade runway leading to the courthouse steps, Bultaco Metrallas stood handlebar-to-handlebar with the likes of AJS 7R racers and Indian Chiefs. A slim-tanked Pope, prim in beige, shared a patch of lawn with a green Swedish Nimbus. The juxtapositions went on and on until the novelty evaporated.

Norman Rockwell would have loved it. Hanford was—*is*—his kind of town. The tree-studded courthouse square was carpeted with luxuriant grass which seemed not to mind the hardware standing (and leaking oil Blightily) upon it. Under awnings, swaps were sealed, parts bought, lies told, beers drunk. Kids ran past, laughing, and jumped around the dignified fountain near the steps.

Motorcyclists arrived in pairs, bunches, singly, on café bikes with San Francisco plates, on choppers, on trikes, in sidecars. Hanford welcomed them all. A kind of Belle Epoque atmosphere overlaid the 90-year-old town, gently heated by a flawlessly sunny sky. Fronting on the square, or near it, were enough amusements to keep dazzled wanderers happy and fed. The Superior Dairy Products Co.'s pink booths beckoned the ice-cream lover, and the growing crowd testified to the taste of its products. At the Blue Parrot boutique, a flushed young woman gave a sidewalk demonstration of Middle Eastern dance, complete with veil and music. The Presbyterian Church on Irwin Street provided dreamy carillon bells on the hour to mark the passage of time.

By four o'clock, the trophies were handed out, but CAMA '82 was still going strong. A Velocette Fellow of impressive credentials hosted, in one corner of the Hanford Holiday Lodge, a hospitality suite for all comers, complete with a dozen bottles of first-quality champagne and hors d'oeuvres. In another corner, another Velo Fellow pointed out tricks of the restoration trade.

By nightfall, those who know began arriving at the Imperial Dynasty restaurant, one of the best gourmet restaurants in California. The waiting room is plastered with impressive testimonials from the high and mighty to the Wing family's haute cuisine, christened by a food writer as "Chinoise" for its unique blending of Chinese and French cooking ideals. The Imperial Dynasty's improbable location and incredible food seem to crown the Hanford CAMA experience.

But then Sunday dawns. And with it comes the next CAMA event—the ride into the Sierra Nevada foothills, where many of the lovingly restored antiques and classics are ridden by beaming owners all day long. And if the courthouse-square concours had a Rockwellian air about it, the Ride is pure fantasyland, a Disney diorama-for-real, available to anyone.

Will there be a Hanford Rally in 1983? Frank Conley shrugs. "Depends," he says, and in the laconic response lies the weight of 15 years of struggle to keep his particular fantasy alive, and also a certain caution born of dealing with skeptical city officials in one town or another, who may view Conley's CAMA Rally as a freak-show with some possible profit—and a considerable amount of risk.

If they all decide to do it again in Hanford next year or in 1993, mark it on your riding calendar. Turn it into a Destination. Because it certainly is an Event you'll never forget. *—Steve Thompson*

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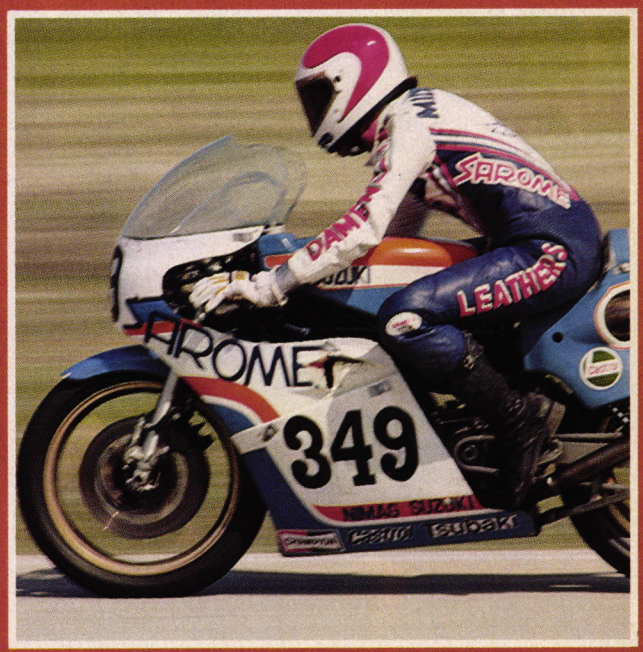

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Techspeak

Roaming The Heat Range

Where the hot tip very often is a cold plug.

• On the surface, sparkplugs all seem pretty much alike. Enough so that if you removed their identifying markings, you probably couldn't tell one from the other. But there is one virtually invisible difference between sparkplugs that is critical to the health and welfare of your motorcycle's engine: their heat range.

Simply put, a plug's heat range refers to its ability to retain a certain amount of combustion heat. When combustion occurs, a tremendous amount of heat is generated in the cylinder, often as high as 5500 degrees Fahrenheit. Since a plug's insulator (the porcelain around the center electrode) is right in the middle of all that burning, it gets extremely hot as well. So to keep from burning up, a plug must be designed to dissipate most of that heat.

Most of it. But not all of it. Because if a plug dissipates *too* much heat, it will operate at too low a temperature, or run too "cold." The insulator will not stay hot enough to burn off the oil and other by-products of combustion that try to accumulate on it; and since most of those contaminants can conduct electricity, their accumulation will cause the plug to short out, or "foul."

At the other extreme is a "hot" plug, one that doesn't dissipate enough heat. Its insulator remains at too high a temperature, causing pre-ignition—which is the igniting of the fresh fuel charge before the timed spark can do it. And that can lead to engine seizure and/or piston failure, not to mention reducing the power output.

To avoid either condition, the operating temperature of the insulator should stay above 600 degrees to deter fouling but below 1600 degrees to prevent pre-ignition. The problem, however, is that due to vast differences in plug location, combustion temperatures and cylinder-head design, no one sparkplug could possibly stay within that 1000-degree range in all engines under all operating conditions. So plugs are made in a wide variety of different heat ranges so the proper range can be selected for any engine.

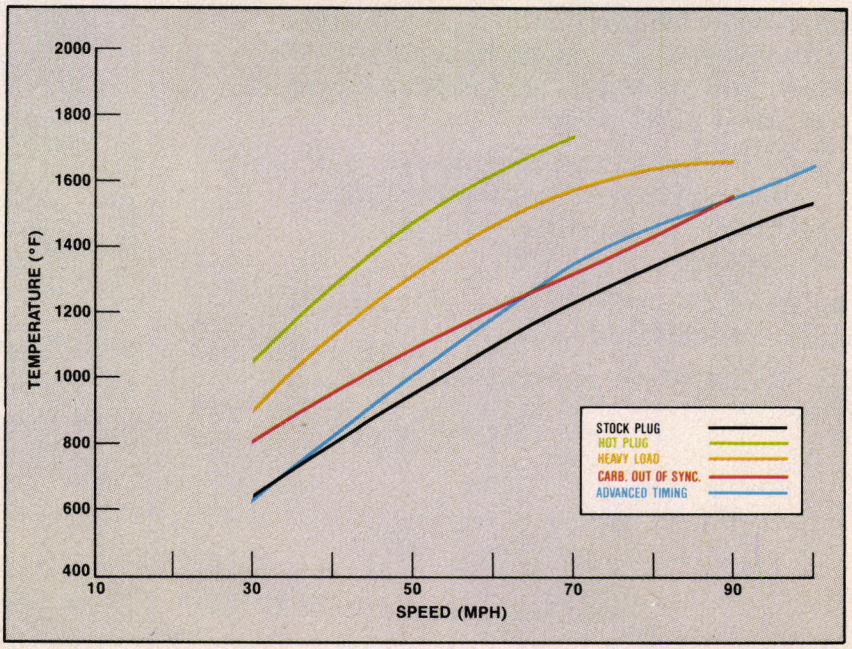
Heat range is determined, basically, by the length of the insulator around the center electrode. A greater insulator surface is able to retain more heat, thus the longer the insulator, the hotter the plug—and vice-versa. The manufacturers specify the proper heat range for each of their engines, but their recommendations usually cover only "normal operating conditions." If you subject the engine to any *ab*normal conditions, you may either overheat the insulators enough to damage the engine, or underheat them enough to foul the plugs.

As evidence of that, the accompanying chart depicts differences in insulator temperatures in one cylinder of a Yamaha XJ650 when either its state of tune or the way it is ridden is changed. In stock condition, it recorded an insulator temperature of 620 degrees at a steady 30 mph and 1520 degrees at a steady 100 mph. Which means that the plug is ideally suited to that engine. But when the next-hotter plug was fitted, the temperature was almost *twice* as high (1050 degrees) at 30 mph; and at just 70 mph steady running the temperature reached 1700 degrees, into the pre-ignition zone.

Even the stock plugs can overheat, however, if the bike is ridden under extreme conditions—such as loading it to capacity and then running at a steady high speed. In that kind of situation the XJ650 heated the stock plug's electrode up to 900 degrees at just 30 mph, and the temperature hit 1640 degrees at 90 mph.

So, too, can an out-of-tune engine overheat even its stock plugs. When the monitored cylinder of the XJ650 had its carburetor adjusted out of synchronization so that it started opening before the other three, the insulator in that cylinder got hotter sooner than the other three. At 30 mph, it was up to 800 degrees. In an out-of-synch situation, however, the discrepancy in insulator temperatures will decrease as engine speed increases, simply because a small unevenness in carburetor openings has less effect at wider throttle openings. In fact, at full throttle, all four insulators in the XJ650 were at the same normal temperature, since all four carbs were at the same setting: wide-open.

In the end, though, most major plug-related problems arise only after an engine has been modified. More power, you see, also means more heat, and more heat means that the stock plugs may overheat and do terrible things to your motor. A simple thing like advancing the XJ650's ignition timing a few degrees to coax a few more horses bumped the plug temperatures only about 20 degrees at 30 mph; but by 100 mph, the temperatures were up to 1650 degrees, 130 more than stock and into the pre-ignition zone. You can imagine what happens when you get really serious about hot-rodding an engine. So if you've tuned your motorcycle for speed, don't forget to do likewise with the sparkplugs. And when experimenting with heat ranges, always err on the cold side. Because it's easier to screw in new plugs than it is new pistons. *—David Dewhurst*



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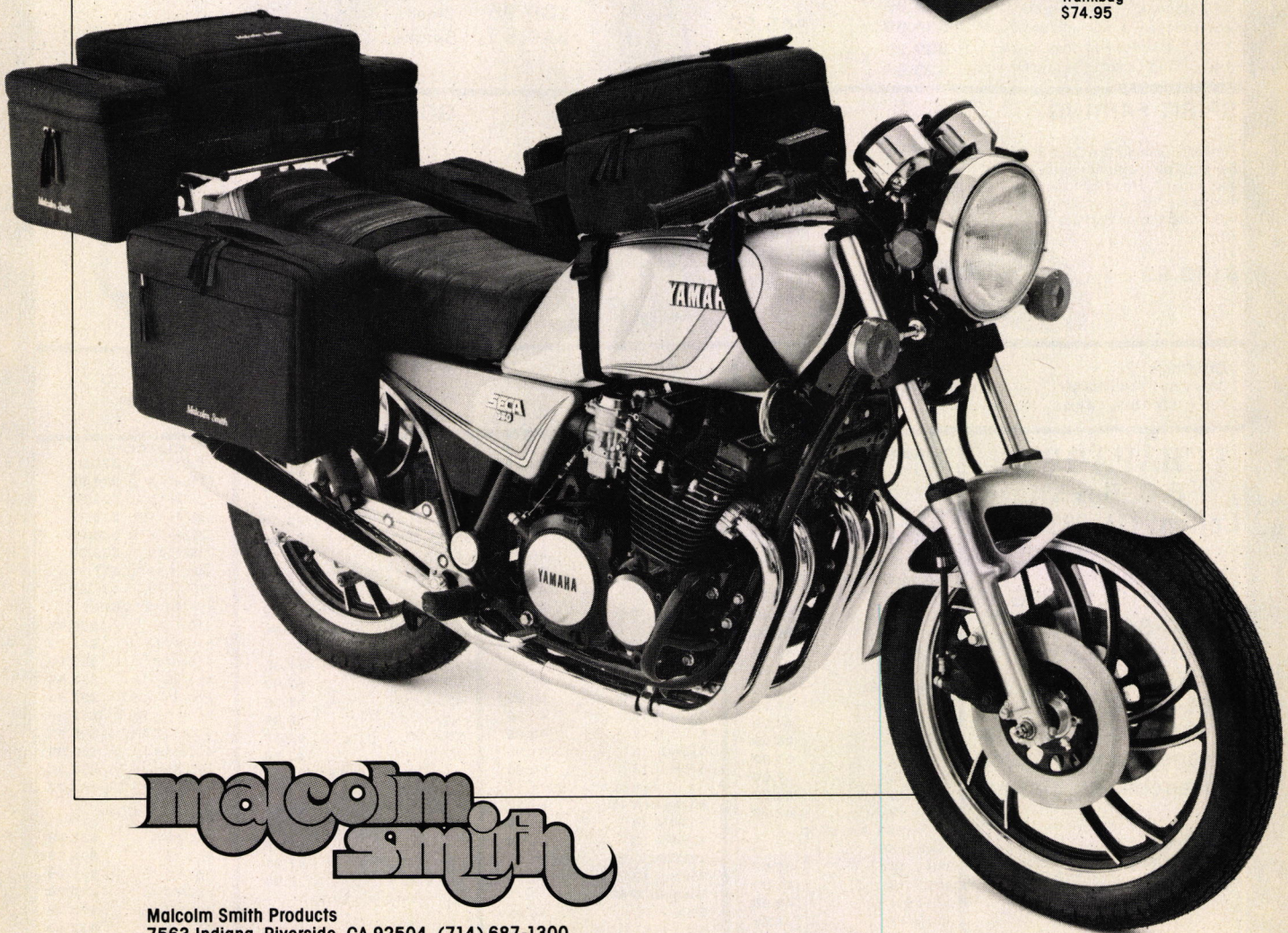

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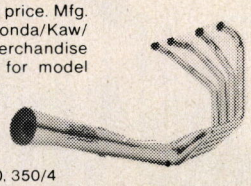

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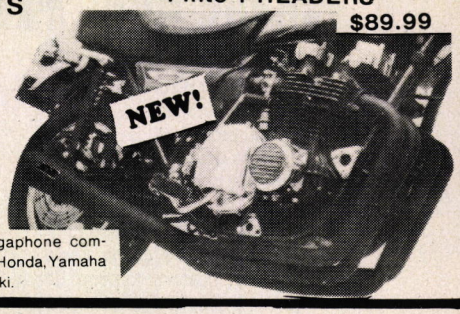

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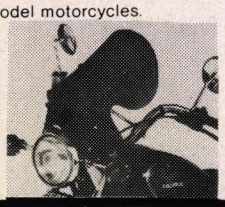

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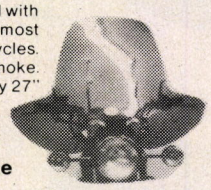

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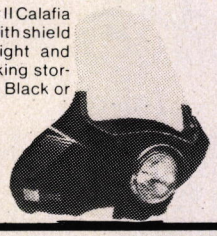

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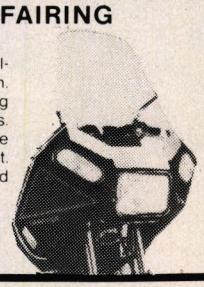

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325H-18	$22.99
350H-18	$24.99
325H-19	$23.99
350H-19	$26.99
325H-18 T/L	$26.99
350H-18 T/L	$29.99
325H-19 T/L	$27.99
350H-19 T/L	$31.99

"K112" COPY

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510H-17A	$41.99
410H-18	$29.99
425/85H-18	$31.99
510/85H-18	$37.99
510H-16 T/L	$47.99
510H-17 T/L	$49.99
410H-18 T/L	$35.99
425/85H-18 T/L	$36.88
510/85H-18 T/L	$43.99

"K81" COPY

510-16	$32.99
510-17	$34.99
350/85-18	$21.99
400/85-18	$27.99
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450/85-18	$33.99
520-18	$35.99

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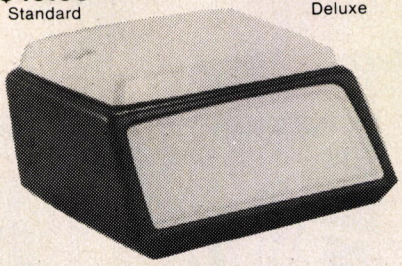
$59.99 Standard **$99.99** Deluxe

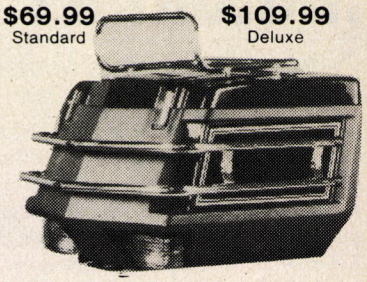
Commuter Travel Trunk Made from ABS plastic. Available in black or white. Measures 18"w x 18"l x 14"h. Deluxe version comes with rack top, rails and pad.

$49.99 Standard **$89.99** Deluxe



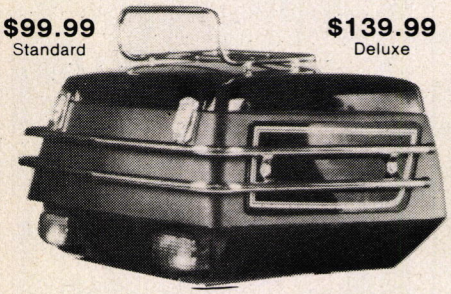
Roadrunner Travel Trunk Black pebble grain body with smooth side panels and lid available in black or white. Measures 14"w x 17"l x 11"h. Deluxe version comes with rack top, rails and pad.

$69.99 Standard **$109.99** Deluxe



TAA Black pebble grain body with smooth side panels and lid. Available in white or black. Dual lights on rear. Measures 18"w x 15"l x 13"h. Deluxe version includes rack top, rails and pad.

$99.99 Standard **$139.99** Deluxe



Aspencaddy Travel Trunk Black pebble grain body with smooth side panels and lid available in black or white. Dual lights on rear. Measures 25"w x 21"l x 14"h. Deluxe version comes with rack top, rails and pad.

$119.99 Deluxe

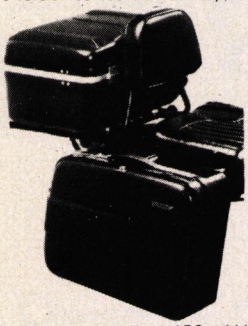
$79.99 Standard

Calafia Roadrunner Saddlebags Black pebble grain body with smooth black or white side panels and lid. Measure 7½"w x 22"l x 14"h. Complete with universal mount. Deluxe bags come with chrome side rails.

$109.99 Standard

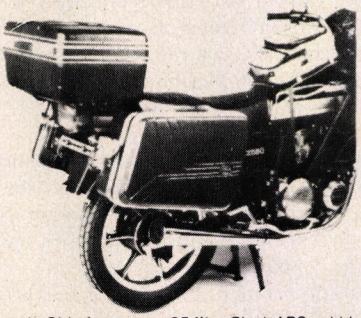
$139.99 Deluxe

TAA Tour Saddlebags Black pebble grain body with smooth black or white side panels and lids. Full or cutaway (for upswept exhaust) with built in tail/stop lights. Measures 7½"w x 21½"l x 13"h. Deluxe version comes with chrome side rails.



Krauser Side Luggage Black ABS pebble grain finish. Comes with T set which is a bag mount and a luggage rack combined. Adaptor kit is needed to mount to your specific motorcycle.

Star Luggage 40 litre	**$289.99** (incl. T set)
Starlet 25 litre	**$174.99** (incl. T set)
Adaptor Kit	**$ 30.99** (state model m/c)



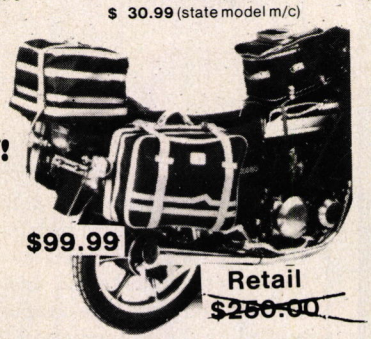
Olympic Side Luggage - 35 litre Black ABS pebble grain finish. Comes with T set which is a bag mount and a luggage rack combined. Adaptor kit is needed to mount to your specific motorcycle.

$149.99 Luggage incl. T set
$ 30.99 Adaptor Kit

$129.99 Standard **$159.99** Deluxe

TAA Super Tour Saddlebags Black pebble grain body with smooth black or white side panels and lids. Full or cutaway (for upswept exhaust) with built in tail/stop lights. Measures 10"w x 21½"l x 13"h.

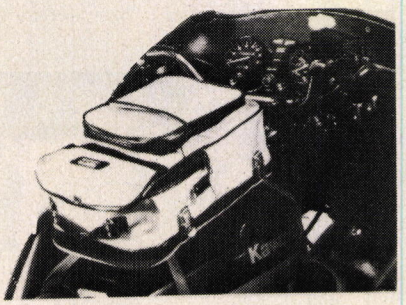
NEW!



$99.99
Retail ~~$250.00~~

Olympic Soft Side & Top Luggage Lockable, detachable like Krauser, made from nylon fabric, Black/Brown and Silver.

Side Luggage w/T set	**$99.99**
Adaptor Kit	**$30.99**
Top Luggage	**$39.99**



Olympic Tank Bag

Black Vinyl Tank Bag	13½ x 9½ x 4½	**$18.99**
Silver Vinyl Tank Bag	13½ x 9½ x 4½	**$20.99**
Black or Silver Nylon	13½ x 9½ x 4½	**$22.99**
Black Vinyl	15 x 10 3¼/7½	**$28.99**

CYBERLITE
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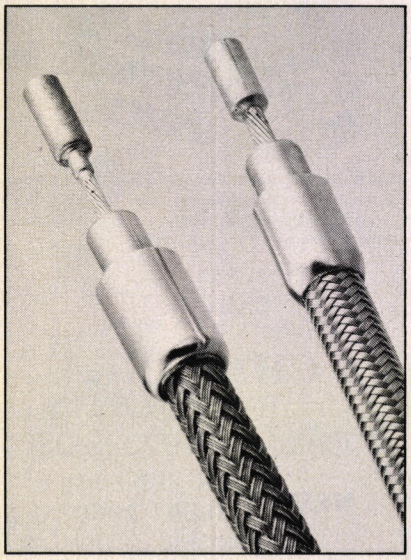
City Jeans	**$119.99**

Motomart

News from the aftermarketeers.

Calafind: If you're having a hard time finding replacement parts for your Calafia saddlebags and travel trunks, Torque Products can help. The company offers replacement lids for the Roadrunner, Slim, Aspencaddy and Sport Caddy, as well as windshields and other parts for the STX and Eliminator fairings. For more information, call or write Torque Products, Dept. CG, 895 West Mill Street, San Bernardino, California 92410 (714) 884-0484.

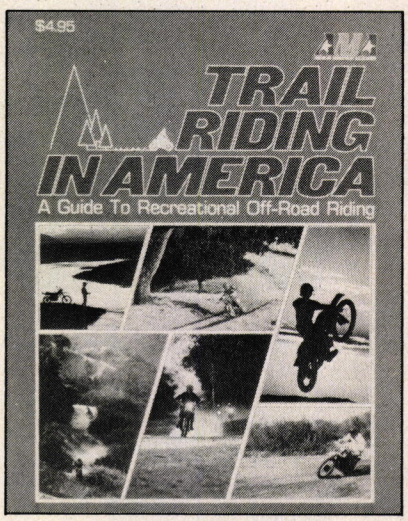


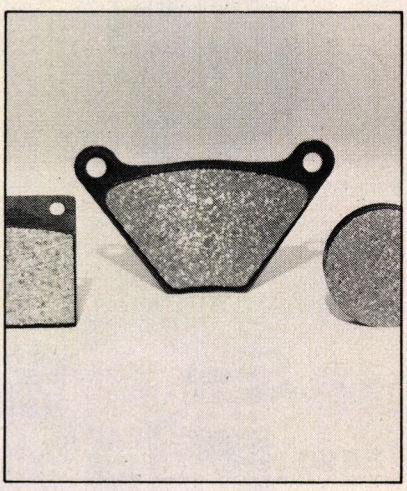
Selective Braiding: Harley-Davidson owners who want to use only Genuine H-D parts now can replace their standard cables with long-life braided cables. The new, direct-replacement cables are offered in either stainless steel or brass, and are available for the clutch and throttle of select Harley models. Both ends of the braided cables are chrome-finished, and eight-inch oversize versions also are available. They can be found at authorized Harley-Davidson dealers only.

CoolPaws: Moto-X Fox has a new glove for hotshoes who want cool hands. CoolPaws are designed to keep hands from overheating by allowing air to enter the glove through vents on the back of the hand and finger sections. Spandex sides provide even more ventilation, and the lightly padded palm is made of fox belly skin. CoolPaws are available in white only and carry a suggested retail price of $26. You can find them at most motorcycle dealerships or you can write Moto-X Fox, Dept. CG, 520 McGlincy Lane, Campbell, California 95008; (408) 371-1221.

Petrol Punch: The questionable quality of today's gasoline makes octane booster an appealing way to be sure of what your two-wheeler is eating. Manley's Power Plus is formulated and packaged especially for motorcycles and comes in one-shot containers, compact enough to go on the road. Six ounces of Power Plus mixed with two gallons of gas is claimed to boost octane rating from 93.8 to 96.3. To learn more about Power Plus, write Manley Performance Products, Dept. CG, 13 Race Street, Bloomfield, New Jersey 07003; (201) 743-6577.

"Trail Riding in America": The American Motorcyclist Association's new book is designed to keep trail riders out of trouble—and away from barbed wire. "Trail Riding in America" has 128 pages of maps and trail tips, and it can be found at most motorcycle dealerships at a suggested retail price of $4.95.





Shortstop: Barnett Tool & Engineering has gone from plates to pads, now supplementing its clutch plate line with an assortment of brake pad sets. The new Barnett brake pads are designed to be installed on the motorcycle in front-and-rear sets, to achieve a balance between the brakes. Brake pads currently are available for BMW, Ducati, Harley-Davidson, Honda, Kawasaki, Laverda, Moto Guzzi, Norton, Suzuki, Triumph and Yamaha. You can find Barnett brake pads at most dealerships. Barnett Tool & Engineering, Dept. CG, P.O. Box 2826, Santa Fe Springs, California 90670.

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ACCEL'S NEW MUSCLEBIKE SPARK PLUGS—
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Accel's new Musclebike Plug is the first plug developed specifically for high performance applications. From its bright yellow insulator to its unique U-Groove ground electrode, the Accel Musclebike Spark Plug is state-of-the-art for today's superbikes. There's an Accel plug for most larger bikes including thundering V-Twins, torquey triples, high-revving fours, or snarling sixes.

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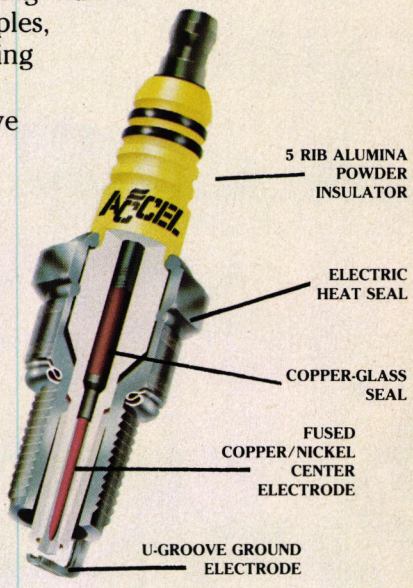
And keep a lookout for our new Accel Eagle trademark, it's prominently displayed on our packaging and in our ads. We feel it exemplifies the Accel spirit of performance, quality, and integrity.



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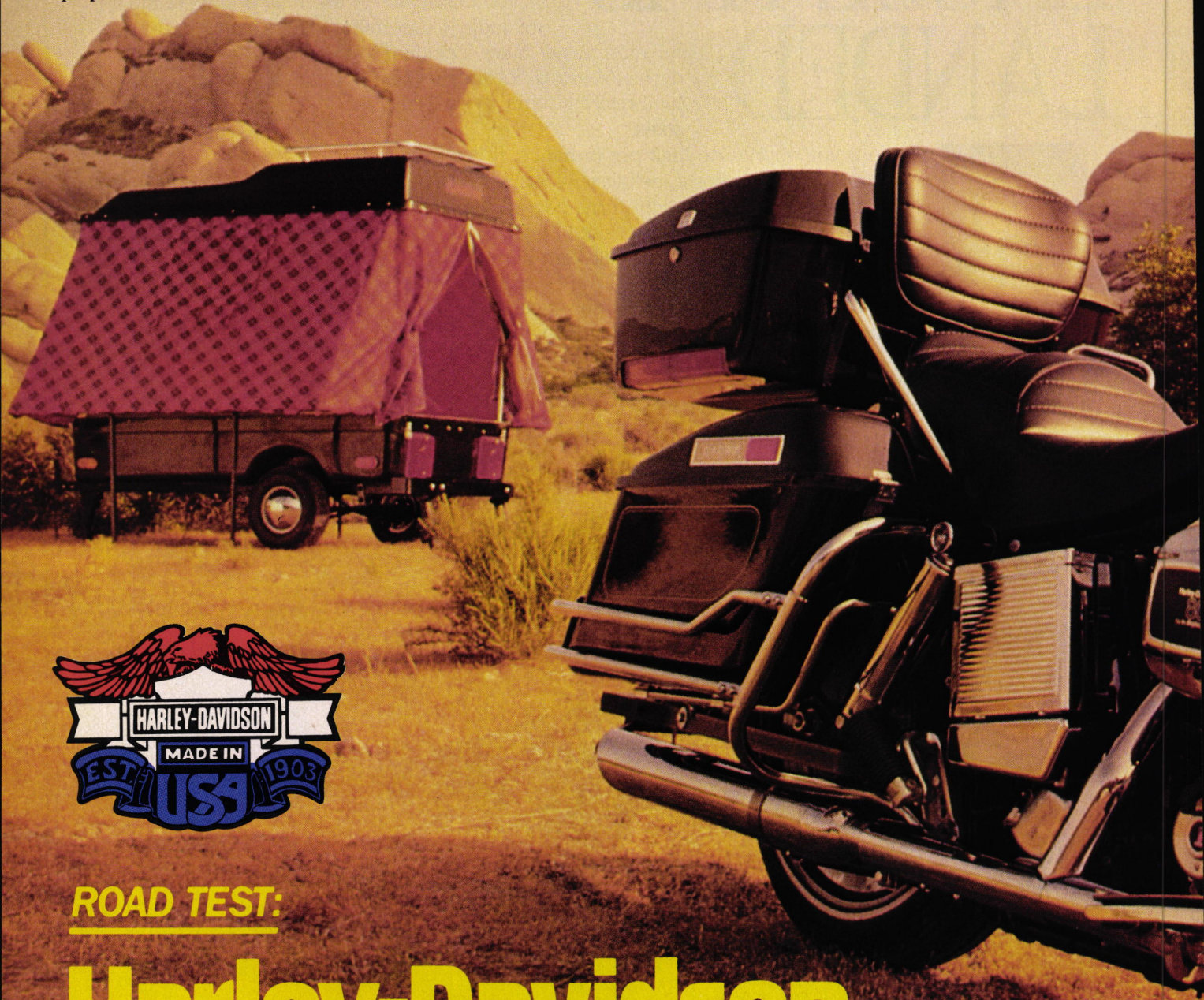
Start with the basics. There is simply no reason on earth to justify the existence of the Harley-Davidson Electra Glide Classic. But by the same token, it's a fundamental tenet of the two-wheel world that, in the choice of a motorcycle, reason seldom has been a determining factor.

Something beyond reason and hard logic propels the Classic. Like some international symbol, the silhouette of the FLHC spells "touring" more eloquently than the best-couched phrases. It's a rounded, fully developed shape that has always nudged some mystic nerve in its viewers, whether they understood it or not. The shape speaks of permanence, of constancy, and it should. It was a given of American touring decades before other turn-key tourers ever saw the incandescent light of a drawing board. It is nothing less than tradition with wheels, a tradition that might have been born in a shower of sparks between some great hammer and anvil at the dawn of the Motorcycle Age.

That recognizable shape, and other smaller ones, is vital to the Classic's attraction. From every angle you see pro-



ROAD TEST:

Harley-Davidson Electra Glide Classic

You might call it the American Express, or a time machine. Most call it a classic.

PHOTOGRAPHY © 1982 CHRIS EASTMAN

nounced, separate shapes, like the efforts of hundreds of individual sculptors combined. Every polished and chromed square inch of the FLHC yanks the eyes from one piece of fascinating brightwork to the next, each competing for attention. And in perceived value, the myriad discrete forms of the Classic speak untold volumes.

Volume One, Chapter One deals with touring hardware, which hugs the FLHC on all sides. From the chromed bumpers on its massive front fender to the equally shiny wraparound saddlebag guardrails, the Electra Glide Classic broadcasts *Stuff* as loudly as any other motorcycle ever made. In between the chrome lies more chrome, yards of it, as well as engine guards, saddlebags, a travel trunk with passenger backrest, handlebar-mount fairing, rocker gearshift and

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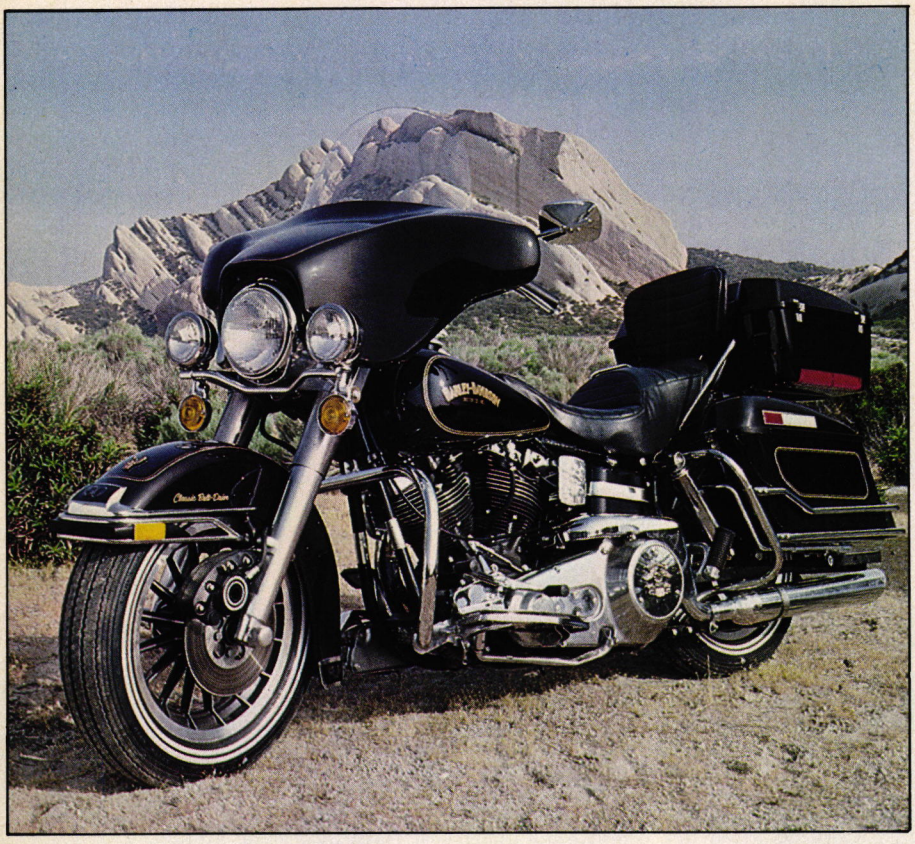
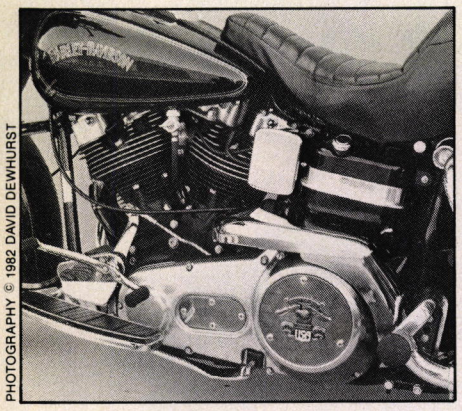
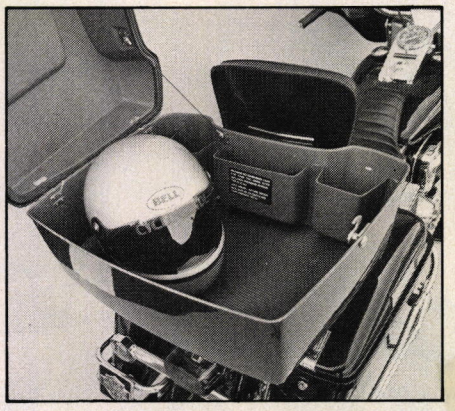




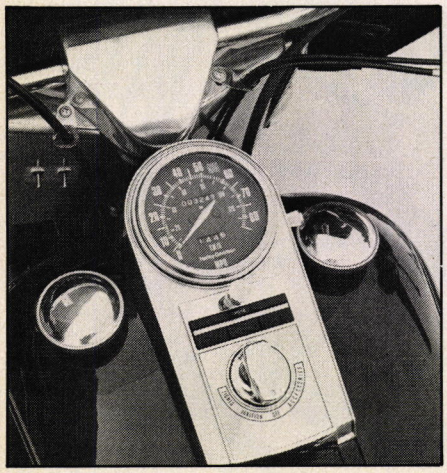
Levers and covers as objets d'art

"It it sticks out, chrome it."



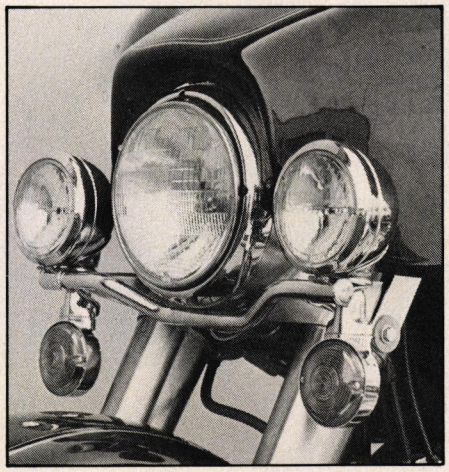
Carrying capacity is FLHC standard

And so is rubber floormat.



Classic's dash has just one dial

But seat-of-pants tach is OEM.



Pseudo-cop hardware is part of the look

Spotlighting some of FLHC's charm.

PHOTOGRAPHY © 1982 DAVID DEWHURST

floorboards floating on rubber cushions. The look is classy as well as classic, all the way down to the twin spotlights flanking the headlamp and the dual-stripe whitewalls at both ends. Lights and flashes seem to have gravitated to the FLHC from every parts bin in Milwaukee, and the effect is remarkable. When you roll up to someone on the street, he doesn't know whether to hand over his driver's license or to pull over and wait for the parade.

The parade clearly is the better of the two choices, since the Classic seems capable of generating its own following out of thin air. Gatherings form at will. This isn't just a motorcycle; it's an encitement to congregate. Park the FLHC anywhere even remotely public and it soon will be smudged with handprints, large and small—mute testimony to the Classic's attraction to would-be riders of any age. In light of that ability to empty out neighborhoods, the Classic ought to come standard with a gold rope to cordon off the gawkers.

For all of its classic good looks, though, the FLHC is not the same Electra Glide that's been racking up cross-country miles since the mid-Sixties. 1982 marks the biggest change in an FLH-series motorcycle since the displacement jump from 74 cubic inches to 80 cubes in 1980. The change was to the Classic's final drive, which is now, like that of the Harley FXB Sturgis, via a toothed rubber belt.

Even though the Classic stole a page out of the Sturgis' owner's manual, it didn't lift the entire book. Unlike the FXB, which has both primary and final belt drive, primary drive on the Classic still is by conventional double-row chain. The FLHC's drive system evolved because in testing, the extra weight of the Classic put too much strain on the FXB primary drive, resulting in some belt failures. Final drives on the two bikes are identical, however, and even though the Sturgis has taller first and second gears, ratios for third and fourth are the same as well. The belt final drive also is the major mechanical difference between the FLHC and the civilian-model Electra Glide. Internal gear ratios are the same between FLH and FLHC, but the Classic's 2.12:1 final-drive ratio nets it almost five-percent-taller overall gearing.

Harley might have gone only halfway in belting the Classic, but that it has a belt at all makes perfect sense, expecially for a

COMPARATIVE TEST DATA:

Make	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs	Stopping Distance From 60 mph, ft.
Harley-Davidson FLH Classic-'82	15.47/82.0	101	752	180
Harley-Davidson Tour Glide-'80	15.58/83.9	108	785	161
Honda GL1100A Aspencade-'82	13.23/98.8	139	724	145
Kawasaki KZ1100A-'81	11.62/117.6	142	559	NA
Kawasaki KZ1300A GT-'80	12.71/107.7	135	730	146
BMW R100RT-'82	13.86/95.1	122	523	148

tourer. The Gates Polychain, constructed of polyurethane and Dupont Kevlar, is rated to last up to 20,000 miles. And aside from surviving longer than a chain and running quieter as well, the Polychain requires no lubrication. After about 500 miles of use, a film on the belt's inner surface wears in, providing all the lubrication the Polychain will require throughout its service life. Since the belt is a one-piece construction, when it wears out it must be changed more or less as if it were an endless chain. If it breaks before regular replacement, there's a fix in the form of Harley part 40101-80 ($49.95). It's a slightly lighter accessory section of belt that splices onto a broken Polychain to keep it working for another 200 miles or so—or just long enough to get the Classic into the shop for a new belt. The Polychain has proven itself in more than two years of service on the Sturgis, but the repair kit is a wise investment, especially on tour, if for no other reason than peace of mind.

While Harley was willing to modify the Electra Glide concept to include belt drive, the change is a detail, not a major direction shift. The Glide stands inviolate. At its core is still the biggest vee-twin torquer in the business. Thumb the starter and you've got a direct link, through Duo Glide and Hydra Glide ancestors, to pre-WWII motorcycling America. The big vee clanks, clatters and roars, each noise the sound of a time machine at work. *Everything* vibrates at idle, from the pavement under the Goodyear Speedgrips to the air around you. The shudder wells up from the mechanical heart of the bike, and works its way

Continued

American touring is a larger-than-life, take-it-all-with-you road adventure. And no motorcycle fits it better than Harley-Davidson's Electra Glide Classic.

PRODUCT EVALUATION:

Cycle-Kamp Instant Motel

What better accessory for the King of the Road than a trailer for sale?

• Most motorcycle tours end up following a roadmap from motel to motel. The conversations over breakfast tend more to how far you can ride that day without outrunning the Nation's Innkeeper than to the pleasures of the ride itself. Fair enough, since motels have their place. But that place is stationary, while the motorcycle is not. So what happens is that you plot your course around the motels, which might or might not take you where you want to go.

One alternative to a Howard Johnson's tour is the traditional Roughing It. You've got your sleeping bag and flashlight in hand—and the rocks in your back all night and the mosquitos practicing touch-and-gos on any exposed skin until the dawn's early light. Or there's the tent tour, replete with tent, tent stakes, tent poles and tent ropes. Just one-half hour or so after you start you've got the tent up . . . and an hour before you want to leave you can begin striking camp. Although the tent tour is worlds more civilized than Roughing It, all the packing and unpacking—not to mention making room on the motorcycle for the camping gear—tends to sap some of the spontaneity out of the ride.

But there's a third alternative to the motel-to-motel tour. One more comfortable than Roughing It, but without the guy-wire aspects of the tent tour. If you don't want to let motel availability decide your route for you, take the motel along for the ride. An Instant Motel by Cycle-Kamp, that is.

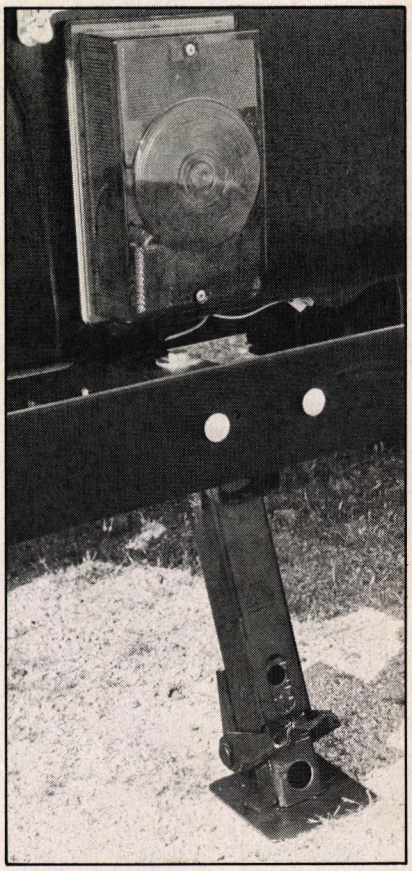
Admittedly, the Instant Motel lacks some of the amenities you'd expect in, say, checking into the Hilton. But since when did *any* hotel follow you around, waiting for you to pull over? You pay for the convenience of taking your room with you, of course, in the loss of some accommodations, but the Instant Motel still is far from Spartan. Aside from not having room service and bellhops, what the Instant Motel really lacks are a Jacuzzi and swimming pool—as well as any other plumbing, indoors or out. But most of the necessities still are there. The Instant Motel provides for its guests a table, seats, sleeping area, windows and even a view (depending on where you call it quits for the night).

Checking into the Instant Motel is a process of about 15 minutes for one person; less, if you've got help. To access what's underneath the fiberglass lid, you first adjust the three spring-loaded stabilizers (two on the rear bumper and one on the trailer's tongue), unlatch the lid and fold out the two side panels. Slip the four outriggers in place under the side panels and, with the safety straps snapped (to keep the roof from collapsing of its own volition), raise the two roof supports and slip them into their respective notches in the ceiling. Then snap the tent in place, top and bottom, and move in.

Life inside the Instant Motel is as easy to get used to as the set-up routine. With all the bedding in place, there's a padded

Road-ready in under 10 minutes, Instant Motel becomes long-hauler's mobile home

Instant touring—with one hitch.



Fold-down stabilizers adjust for height

Foundation for the Instant Motel.

vinyl sleeping area just shy of six-foot square. Underneath the bed is enough cargo space for an extended trip, even if the bike that's doing the hauling (550cc or larger is recommended) has neither saddlebags nor a travel trunk. And an optional luggage rack on the trailer's top section will hold up to 70 pounds more gear for traveling.

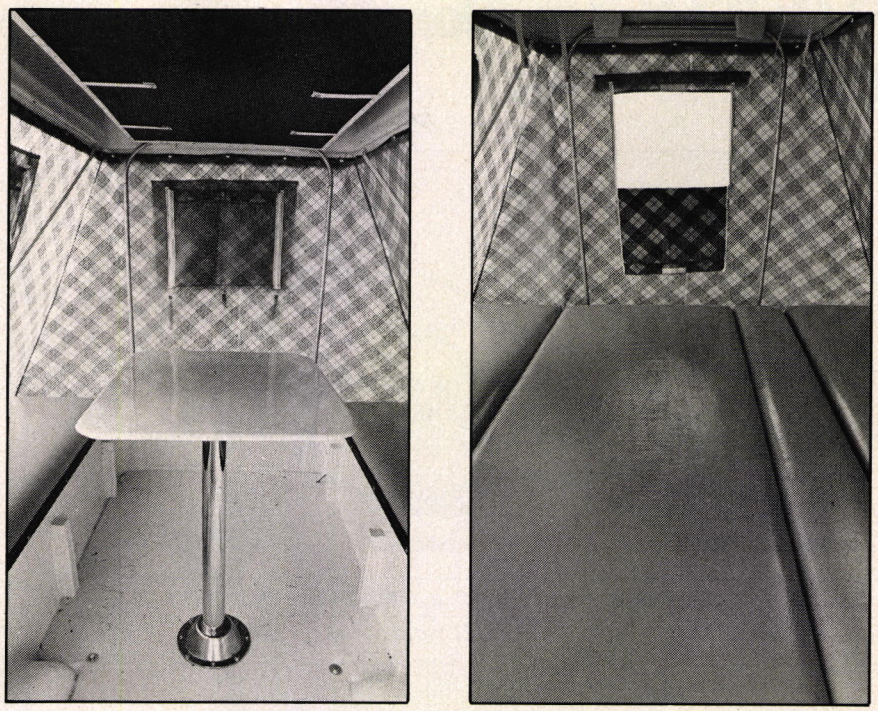
Stow the bedding and you can set up the table, which is flanked by padded benches on two sides. And with the stabilizers in place, the earth will have to more before the table—or the trailer—gets wobbly. Even wet weather is no problem, since the trailer roof is also the tent roof, and the tent itself is made of a waterproof, urethane-coated Cordura nylon. There's no reason to get stuffy about trailer life, either, since the Instant Motel has three windows and a door for ventilation—all shielded by rainflaps and mosquito netting. And when it's time to check out, the Instant Motel can be collapsed, locked and hitched onto the motorcycle in a little under eight minutes.

Despite the advantages the Instant Motel offers, there will be some for whom no amount of convenience is worth the cost. That cost includes an installed price of $1649 (as tested), but the greater concern is that the Instant Motel—or any trailer for that matter—will extract some kind of awful payment in handling. And there *is* a cost in towing the 250-pound, 8.5-foot trailer, though it's not as high as you might imagine.

At parking-lot speeds the trailer is most noticeable, and the motorcycle requires a firm hand on the controls. The handlebar wants to waggle, and the only thing that keeps it in place is arm strength. Corners, too, require different skills. You brake long before the turn (stopping distances are longer with the trailer in tow), then roll on the throttle once you're past the apex. You stay off of the brakes while leaned, since anytime the trailer "catches up" to the bike, the cornering line is affected.

The techniques you have to acquire to haul the Instant Motel can be learned quickly, and at freeway speeds—where a camping trailer likely will see most of its use—the Instant Motel's effects on handling are minimal. You even might have to check your mirrors every so often to confirm that bike and trailer are still in company. When you do, you'll see what's riveted the attention of everyone in sight: a quick-hitch device that will turn virtually any street motorcycle into a tourer—in seconds.

To book your own room in the Instant Motel, or to find out about Cycle-Kamp's list of options and line of trailers, contact Cycle-Kamp, Dept. CG, 1341 Blue Gum Street, Anaheim, California 92806. Or call (714) 630-6292. *—Larry Works*



Instant Motel with table set up and bed turned down

No maid service unless you take it with you, but there's no tipping, either.

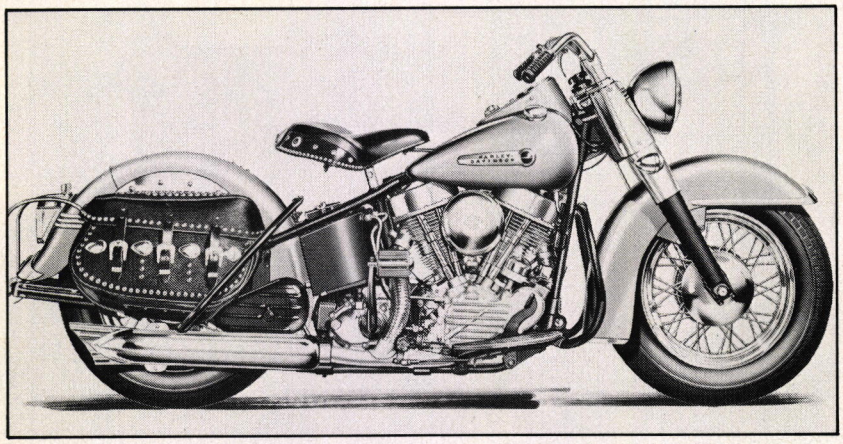
PHOTOGRAPHY © 1982 CHRIS EASTMAN

Cycle-Kamp trailer at full extension is more than just a roof over your head

Furn. rm., air-cond., stor. sp., 3 wind., utl. not incl. Must move.

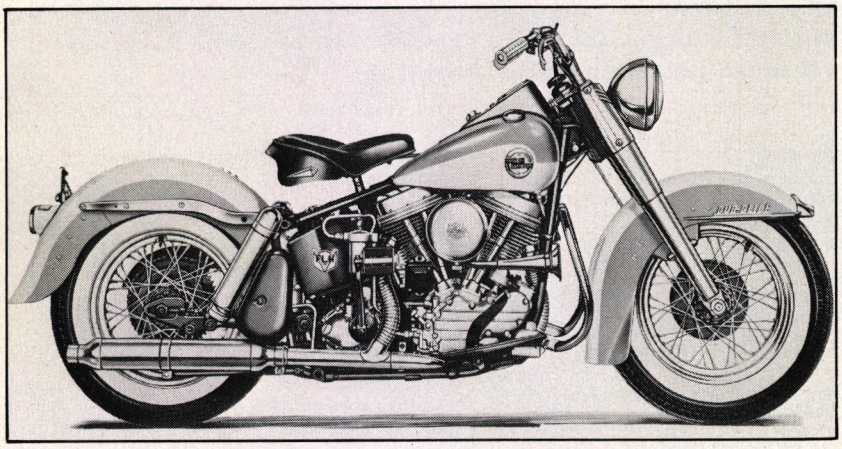
Continued

FLH: 33 Years Along The Glide Path



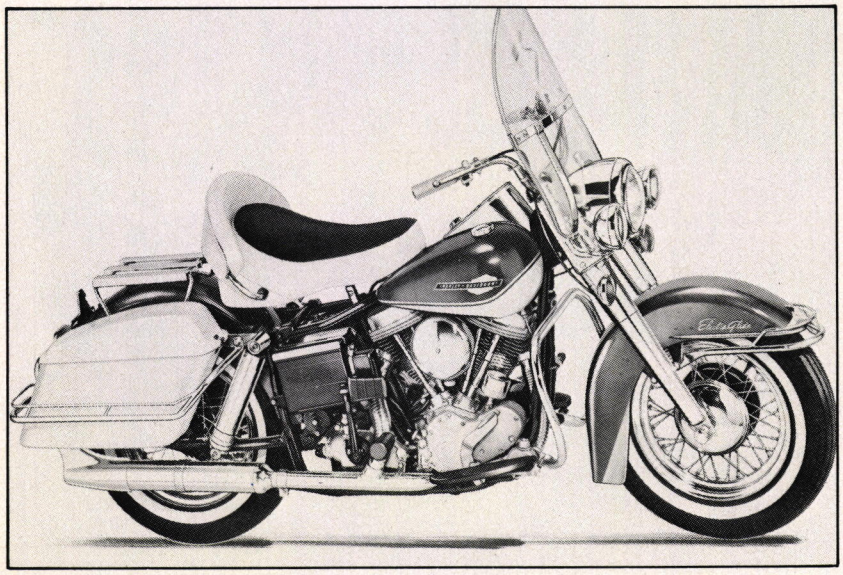
FLH history dates back to 1949, with 74-inch overhead-valve Hydra Glide

Harley's hydraulic fork kept post-WWII riders in suspension.



Swingarm rear suspension turned Hydra Glide into Duo Glide in 1958

After all, the rear end has to go over the same bumps as the front.



In 1965, Duo Glide traded in its tank badges to become Electra Glide

Electric starting and a jump from 6 to 12 volts accompanied the change.

through solid engine mounts to shake every extremity—yours and the bike's. Fiberglass quakes in its mounts, brightwork threatens to fly off in every direction and the scent of adventure is heavy in the air. Then, you mash the shifter into first. The FLHC drops into gear with the authority of a garage door slamming shut.

From the second that you let out the clutch, several things happen almost simultaneously. One, the strain on your left forearm is relieved (even though Harley did lessen the control effort with dogleg levers). Two, you're rolling forward, the giant-size power pulses pumping you down the road seemingly ten feet each time a cylinder fires. Three, the Classic's attitude changes from a 752-pound dead weight at a stop to one of surprising low-speed agility. Except for the need to splay your legs to avoid fouling the handlebar in extreme low-speed maneuvering, the FLHC is an easy around-town ride. And if hauling the Glide down from speed still takes a healthy handful of front brake, the effort is cut by a new 12-inch rear disc. Four, it's parade time again. Cars change lanes, sidling up next to you, as if to confirm whether or not you're part of some Presidential cavalcade.

That situation doesn't change as you hit the highway, and neither does the Classic's rugged individualist routine. The Goodyears dance over pavement irregularities, the big vee hammers on and the jiggling visions in the mirrors might reflect any decade in the past few. By most standards, the Classic's touring manners are a little rough. Despite the expansive floorboards, the positioning of the foot controls limits where you can put your feet to one spot. You sit squarely upright in a coplike posture, and the jolts that work their way past the rear suspension provide thumps straight to the tailbone. Mechanical noise and vibration—those vibes that aren't damped out by the rubber balls supporting the floorboards—are simply along for the ride. Seat, tank, air-cleaner cover and handlebar all resonate to the Harley's inner thumpings, and the higher the revs, the greater the shake.

In cold description it sounds awful, and yet the sensations are somehow not wholly unpleasant. The Classic steers easily, and the mountains of torque make for an easy lope down the road, hour after hour. Shifting becomes a task that other, lesser people must attend to. The Classic's throttle re-

sponse is anything but crisp, but at the same time, the throttle requires little monitoring. You can tighten the throttle set screw and just watch the miles roll by. Not as high-tech as a Honda Aspencade, certainly, but rewarding for the long haul nonetheless. You're served a full course of road sensations, but they don't intrude; they're only graphic reminders of a time when motorcycles weren't designed to conceal their mechanical origins.

You still might count the FLHC as anachronistic, though, since there are other motorcycles—even those of much less displacement—that seem to make more sense for our time. Yet sense—and reason—are vastly overrated in choosing a motorcycle. Wanting is enough. And apparently a substantial number of Harley buyers want the Electra Glide; it's been one of Harley's best sellers for years. Those years have seen some powerful inducements away from the Electra Glide. Not only in the Gold Wing/KZ1300 connection, but in Harley's own Tour Glide. That the Electra Glide still sells in the face of another Harley with one more speed, more shock adjustments and a rubber-mounted engine is a tale of survival. And in Touring America, land of more is better, that kind of loyalty should carry over to the Classic as well.

The $7870 that Harley-Davidson will charge you to sample that survival might seem too steep when viewed through the eye of pure function. From that slightly jaundiced perspective, any number of bikes—some of them Harleys—will outrun the Classic. But not one of them can match it. The FLHC has capabilities beyond merely turning, stopping and accelerating. They might not show up on a specifications page, but they're as real as if they did. The Classic carries with it the romance of the open road, an aura that for most bikes dries up in the spotlight of pure performance.

But if you think that because other motorcycles boast better performance, the FLHC is an overrated, outdated collection of pig iron, look again. From the right angle it's unalloyed U.S. Steel. •

© 1982 SCOTT HEIDBRINK

Classic's bike/rider silhouette is forthright, purposeful—and decidedly coplike

Sending onlookers to the side of the road to search for their licenses.

Ride Review

• Frankly, it's puzzling to me why the FLH—either this Classic version or the chain-drive Electra Glide—is still alive and kicking. Don't get me wrong; I honestly appreciate Harley's unique approach to over-the-road motorcycling, but another H-D, the FLT Tour Glide, does it so much better. The FLT is manifestly smoother, handles better, has much better tires, brakes, suspension, steering and instrumentation, offers over 50 pounds more load capacity and has a slicker-shifting five-speed gearbox—all for about the same price. Granted, there's a slightly stronger sense of nostalgia in the FLH's traditional lines, but not enough—in my mind's eye, at least—to compensate for its inability to actually *do* anything better than the FLT. And since I'm a big fan of bikes that do things well, I don't find the FLH appealing in the least. *—Paul Dean*

• The 1982 FLH Classic gives its riders, or most of them anyway, a chance to take part in history. After all, when this bike, or the basis of it at any rate, was first introduced, most of us riding now were more interested in push scooters and little red wagons than we were in motorcycles. Hell, when it comes right down to it, many of today's riders weren't even *born* when the Hydra Glide first hit the streets.

So today's FLH Classic offers a unique opportunity—it allows a modern-day rider to experience a museum piece. Oh sure, there have been refinements; in 30-odd years of production there had to be. But the basic Hydra Glide, Duo Glide and Electra Glide still are there, not so deeply hidden under the surface. And for me, that's the problem. While it's fun to once in a while take a spin on a museum piece, it's not as much fun to own one.

—Joe Kress

• I'm not sure whether it was when the old guy in the pickup looked over and nodded his approval, or when the wide-eyed kid in the back of the station wagon flashed a thumbs-up, but somewhere on Interstate 5 I suddenly understood the Harley. I had thought of the FLH Classic as nothing more than an oil-dripping, rattly old relic. Its handling, brakes and bulk were just evil enough to allow me to dismiss its popularity as an unsolvable modern mystery. But out on 5, suddenly I realized I was on a piece of machinery with personality, not any plastic-dipped moto-clone. I was on something heavy, big and beefy, something with mechanical charisma—a *Harley.*

That moment passed, but the understanding remained. Understanding the FLH and liking it, though, are two different things. And for me, it's still a relic. *—Ron Lawson*

CYCLE GUIDE SPECIFICATIONS

H-D Electra Glide Classic — touring

MANUFACTURER: Harley-Davidson Motor Company, 3700 West Juneau Avenue, Milwaukee, Wisconsin 53208

SUGGESTED RETAIL PRICE: $7870

ENGINE

Type ..... four-stroke tandem vee-twin
Valve arrangement .... pushrod-operated overhead valves
Bore and stroke ..... 3.498 in. x 4.250 in. (88.8mm x 108.0mm)
Displacement ..... 81.69 cu. in. (1338.6cc)
Compression ratio 7.4:1
Carburetion ..... one 38mm Keihin butterfly-type with accelerator pump
Air filter ..... disposable paper element
Lubrication ..... dry sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system ..... 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive ..... double-row chain; 1.542:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... Gates Polychain belt, (14mm pitch, 1.5-in. width); 2.121:1 (70/33) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	3.004	9.824	7.5
II	1.820	5.952	12.3
III	1.278	4.179	17.6
IV	1.000	3.270	22.4

SUSPENSION/WHEEL TRAVEL

Front ..... 41mm stanchion tube diameter/ 4.3 in. (110mm)
Rear ..... 3-way adjustable spring preload/ 2.9 in. (73mm)

BRAKES

Front ..... single-action hydraulic caliper, 10.0-in. (254mm) disc
Rear ..... single-action hydraulic caliper, 12.0-in. (305mm) disc

TIRES

Front ..... MT90-16T Goodyear Speedgrip
Rear ..... MT90-16T Goodyear Speedgrip

DIMENSIONS AND CAPACITIES

Weight ..... 752 lbs. (341kg)
Weight distribution ..... 41.6% front, 58.4% rear
Gross vehicle weight rating (GVWR) .... 1180 lbs. (535kg)
Wheelbase ..... 60.0 to 62.0 in. (1524 to 1575mm)
Seat height ..... 28.3 in. (719mm)
Handlebar width ..... 33.0 in. (839mm)
Footpeg height ..... 10.5 in. (267mm)
Ground clearance ..... 4.8 in. (122mm), at engine cradle
Steering head angle ..... 30.1 degrees from vertical
Front wheel trail ..... 5.75 in. (146mm)
Frame ..... cast-iron lugs on tubular mild steel, double front downtubes
Oil capacity ..... 4.0 qt. (3.8*l*)
Fuel tank ..... steel, 4.8 gal. (18.2*l*), including 0.5 gal. (1.9*l*) reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero

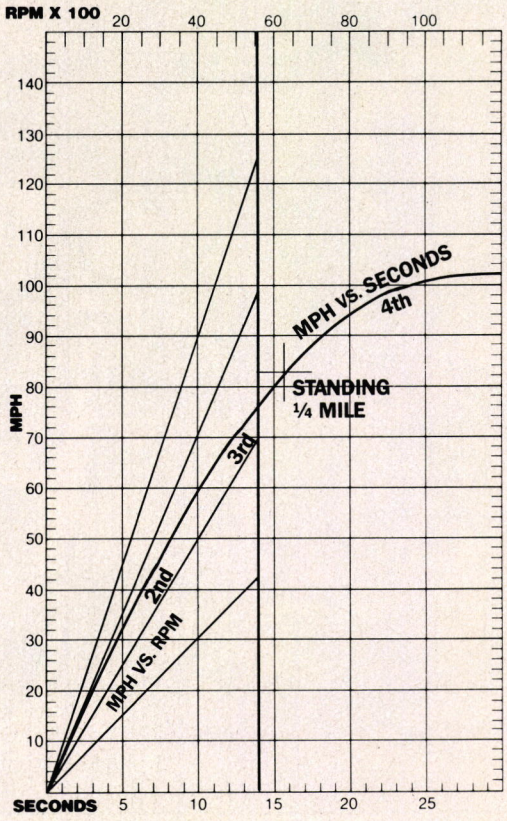
PERFORMANCE

Fuel consumption ..... 32 to 42 mpg (14 to 18km/*l*)
Average fuel consumption ..... 36 mpg (15km/*l*)
Range, maximum ..... 154 to 202 miles (248 to 325km)
Range, reserve only ..... 16 to 21 miles (26 to 34km)
Speedometer error, 30 mph indicated ..... 30 mph actual
Speedometer error, 55 mph indicated ..... 57 mph actual
Best 1/4-mile acceleration ..... 15.467 sec., 82.04 mph (132 kph)
Top speed (calculated) ..... 101 mph (163 kph)
Stopping distance from 30 mph ..... 48 ft. (15m)
Stopping distance from 60 mph ..... 180 ft. (55m)

WARRANTY: 6 months, 6000 miles

AVAILABLE COLOR: brown with black only

All weights and measurements are taken with machine unladen and fuel tank empty



MINITEST:

Honda Motocompo

You'll find a clever way to get inside the city inside the City.

• Logically, the most expensive OEM option in all of motorcycling ought to be something for a bike in the Big/Expensive/Exotic category. A BMW, maybe, or a full-dress Harley. But as illogical as it may seem, that distinction belongs to a minibike, of all things. It's Honda's Motocompo, the only motorcycle that comes with its own *car!* Automotive types insist that it's the other way around, that the bike is the option and the car the base vehicle, but we motorcyclists know better.

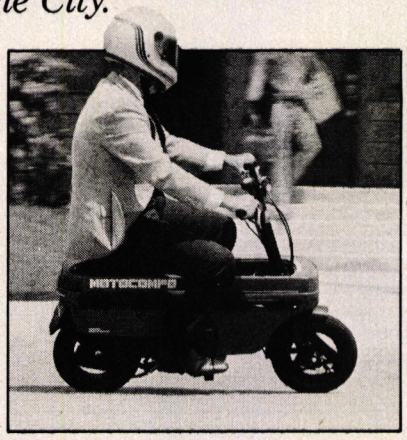
Either way, the Motocompo constitutes one-half (one-third if you're simply counting wheels) of an intriguing personal transportation package. The four-wheeler is the Honda City, a subcompact, front-wheel-drive econocar reminiscent of the Honda 600 Coupe of the early Seventies; and the Motocompo is a 50cc, two-stroke minibike that folds up into a 96-pound rectangle and stows neatly in the rear of the hatchback City.

Commuting, obviously, is the prime objective of this auto-moto combo. The commuter drives the City from suburbia into the, er, city, leaving it at the closest parking area within striking distance of his destination. He then lifts the Motocompo out of the car, sets it up for riding (a simple, 30-second process in which the plastic cover atop the bike's bodywork is removed, the detachable handlebars plugged in and locked in place, the footrests folded down, the fuel valve turned on and the lid replaced) and completes the trip on two wheels. He might even be able to park the bike inside once he arrives, since when folded it takes up little more space than a couple of large attaché cases.

Despite its compactness, though, the Motocompo is exceptionally peppy and surprisingly stable. It's powered by the same basic engine and drivetrain used on Honda's original NC50 Express No-ped, right down to the one-speed transmission, automatic clutch and fully enclosed final drive. But since it is about 20-percent lighter than the Express, it moves out smartly when the twistgrip is dialed open, scooting up to its 30-mph top speed in no time flat.

Not that you'd want to mix it up with rush-hour door-slammers on the Motocompo, or ride it long distances; this is a non-combative local shuttle only. But we strapped it on the back of the Harley-Davidson/Cycle-Kamp tour train tested elsewhere in this issue and found that it is a wonderful utility vehicle around a campsite, ideal for chasing snacks and commuting to the hygienic facilities. And numerous pilots and boaters who saw the Motocompo expressed great interest in it as a carry-along transpo-device for use at their various ports of call.

That's the good news. And so is the fact that the Motocompo actually is available separately from the City, retailing for about $350 American. But the bad news is that for the present, at least, both vehicles can be bought only in Japan. That's unfortunate for us moto-enthusiasts on this side of the Pacific, since there's nothing quite like the Motocompo on the market these days, either in quality or performance. By itself, the Motocompo is a practical little vehicle with hundreds of potential uses. And when strapped in the City, it just might be the most sophisticated spare tire ever conceived. *—Paul Dean*



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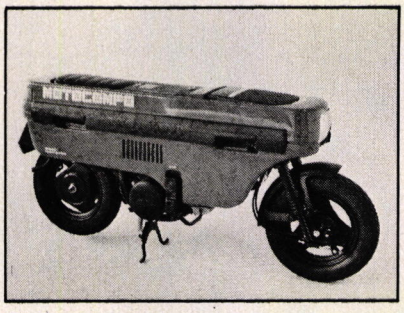
City-bred mini Motocompo

30mph of fold-up fun.



Mini-commuter ready to stow

A Swiss Army knife you can ride.

HONDA MOTOCOMPO

Manufacturer: Honda Motor Company, Ltd.
27-8, 6-chome Jingu-mae,
Shibuya-ku, 150 Japan

Category	street
Suggested retail price	$350 approx.
Engine type	two-stroke horizontal single
Port arrangement	one case-reed intake, two transfers, one exhaust
Bore and stroke	40.0mm x 39.3mm
Displacement	49.4cc
Compression ratio (corrected)	7.3:1
Ignition	flywheel-magneto CDI
Carburetion	one 12mm Keihin slide/needle
Claimed power output	2.5 horsepower @ 5000 rpm
Gearbox	1-speed, centrifugal clutch
Front fork/wheel travel	telescopic/1.2 in. (30 mm)
Rear shocks/wheel travel	single shock, non-adjustable spring preload/1.4 in. (35mm)
Front tire	2.50-8 Dunlop K398 tube-type
Rear tire	2.50-8 Dunlop K398 tube-type
Wheelbase	32.5 in. (826 mm)
Seat height	24.3 in. (617mm)
Weight	96 lbs. (43.5kg)
Top speed (observed)	30 mph (48 kph)
Available color	red only

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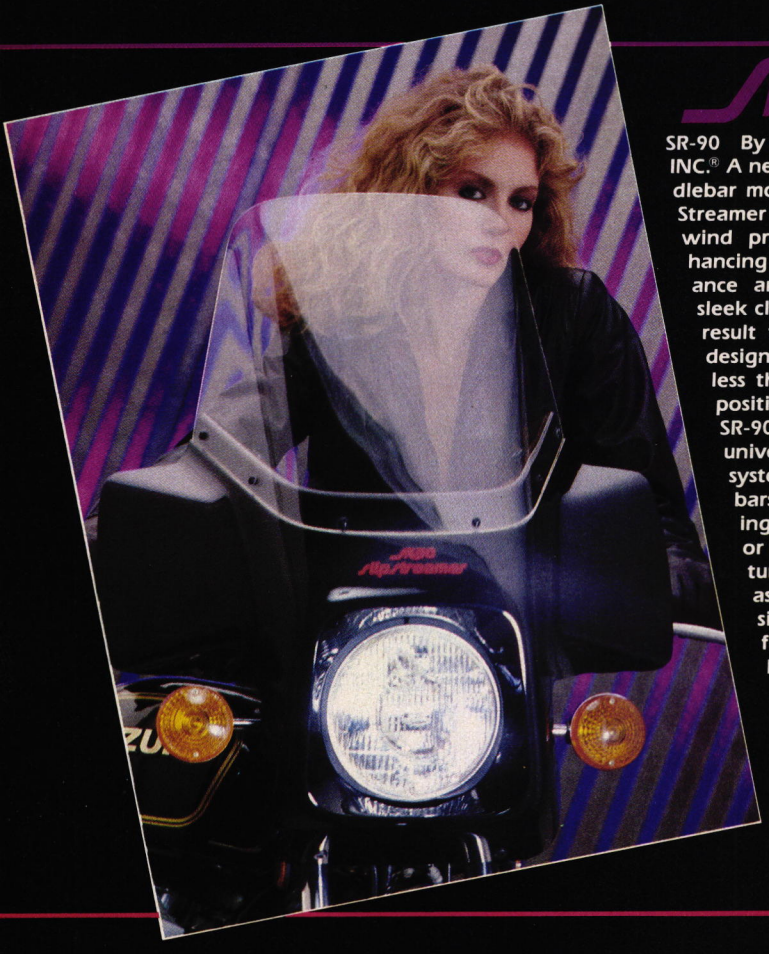
Honda's City-bred mini Motocompo relaxes in its four-wheeled home

It's the only motorcycle that comes with its own spare car.

slip streamer®

StowAway

STOWAWAY SOFT LUGGAGE By SLIP STREAMER®. Water resistant, abrasion resistant black, coated cordura nylon (1000 denier). Velcro fastener straps for maximum adjustment, and clean appearance with no buckles or other metal fasteners to sit on or wear on seats. Quick release fastener straps to anchor bags to bike frame firmly. Center mounted carrying handle for balanced toting. Leak-proof zippers located on bags for maximum accessibility. Waterproof dust covers to insure maximum protection of all inside articles. Single bag easily converted to a top loading luggage rack bag for daily commuting. Specifications: Depth...7 inches, Width...16 inches, Height... 12 inches, Capacity...1.6 cubic feet. Suggested retail... $129.95.



SR-90

SR-90 By SLIP STREAMER INC.® A newly designed handlebar mount fairing by Slip Streamer offering maximum wind protection while enhancing your bike's performance and appearance. The sleek clean lines of the SR-90 result from an aerodynamic design and a total weight of less than six pounds deliver positive road handling. The SR-90 is easy to install using a universal four-point mounting system using stock handlebars and fork tubes as mounting points. There is no removal or relocation of stock bars, turn signals or mirrors. (Kawasaki LTD models require turn signals relocated.) The SR-90 fits all round headlight model bikes. Specifications: Width ...24.7 inches, Height... 29.5 inches, Total weight...5.7 pounds. Construction: body... space age ABS, finish...black urethane enamel, Windscreen ...clr. dbl. strength acrylic. Suggested retail price... $129.95.

9835 W. 69th Street, Eden Prairie, MN 55344, (612) 941-9000.

slip streamer®

GUIDE LINES

Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts

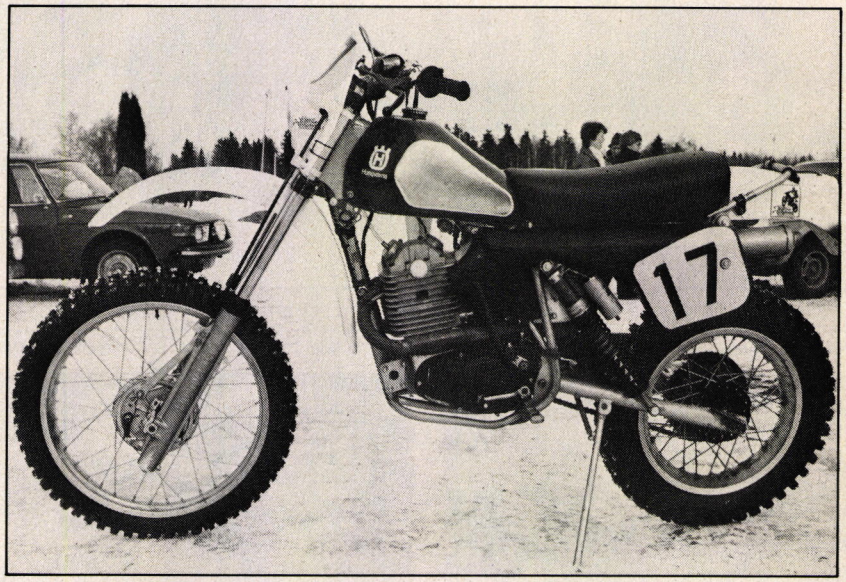
BY DAVID DEWHURST AND JOE KRESS

COMING SOON

• Look closely at this enduro Husky and you might notice something unusual. No, the longer and more-angled shocks have been used on factory bikes for a while. Look again and you also might see spiked tires for sub-zero racing and a double-leading-shoe front brake for faster stopping. But you haven't gotten to the heart of this experimental machine. Hiding on top of normal two-stroke cases is a tall four-stroke cylinder and head.

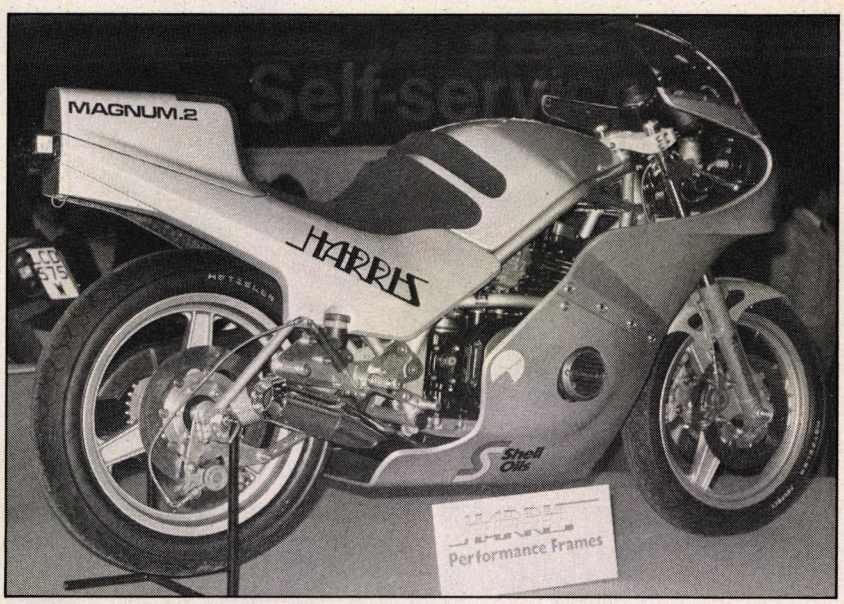
Two months ago we told you of rumors about a Husky thumper, and this picture from Sweden suggests that production might be a lot closer than we dared hope. The motor has been under development for a number of years but the project was put in cold storage when the future of four-stroke dirt bikes looked doubtful. But with thumpers appearing in ever-increasing numbers, Husky definitely is back on the four-stroke trail.

Husky officials in America admit the bike's existence but claim it won't be available in this country for at least a year. They also speculate that more than one version of the thumper eventually might be available. And you don't need to worry about the future of Husky's two-stroke line. The ring-dings are here to stay. But don't be surprised to see a few innovations in the future.



Graphic proof that some rumors do come true: the four-stroke Husqvarna

Officially, it won't be available for a year.



Magnum 2 uses Honda, Kawasaki or Suzuki power in its Harris frame

And because Hans Muth sketched it, you'll see some Katana.

• If your interests lie in faster four-strokes you'll probably like the looks of this Kawasaki-engined creation from Harris Performance in England. Also available for Honda and Suzuki motors, the Harris rolling chassis features a single rear shock and a Marzocchi front fork. You also get triple Lockheed disc brakes and Metzeler Perfect tires.

Just as impressive as the bike's chassis is its swoopy styling. It's the first work to come out of the new English styling group operated by Suzuki Katana designer Hans Muth. You even can detect a few of the Katana's lines in the Magnum 2.

• Without its cosmetic covering you can see the business end of the latest HB2 rolling chassis from Bimota. Enclosing a CB900F motor in large-diameter tubes, the Italian chassis uses a single rear shock to control a Campagnolo wheel, Michelin tire and Brembo brake. There also is a range of other chassis to accept Kawasaki and Suzuki motors, and each comes with its own styled seat, tank and fairing.

• It didn't take the stylists long to build the first customized vee-twin Hesketh. Only a few weeks after it went on sale, this radical street racer appeared at the International Motorcycle Show in Birmingham, England. Deep chrome and polished aluminum are major features of a new chassis that has single-shock rear suspension and a Girling-controlled leading-link fork at the front. And judging by the mass of stickers on the fairing, the bike carries every British-built accessory made except a Renold chain.

• Just when you thought it was safe to ride on the roads again, Yamaha surfaced with the

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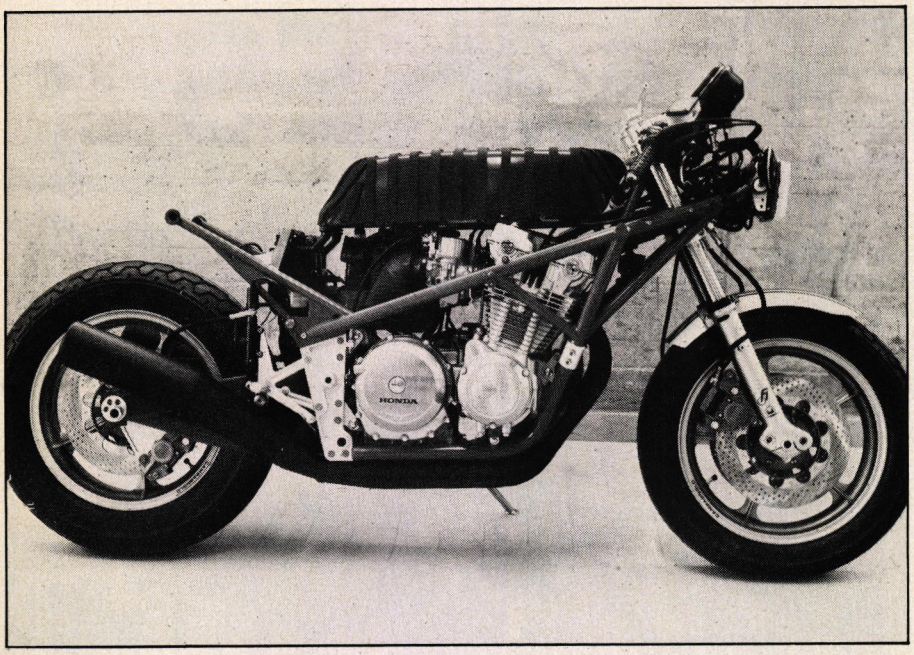
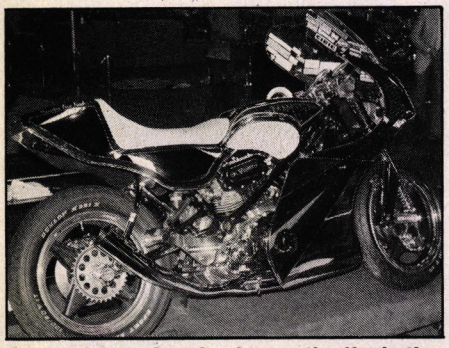


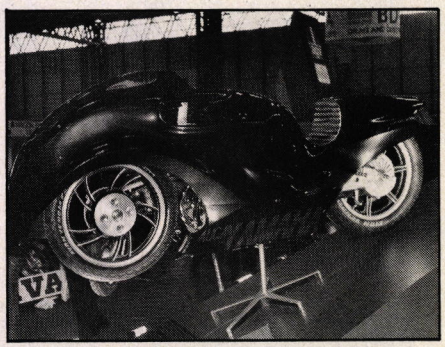
Naked truth about the HB 2, Bimota's latest roadgoing sculpture

The new frame surrounds a 900F Honda, others use Suzuki or Kawasaki power.



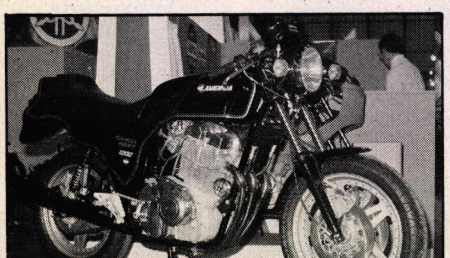
Customizers already change the Hesketh

But what will His Lordship say?



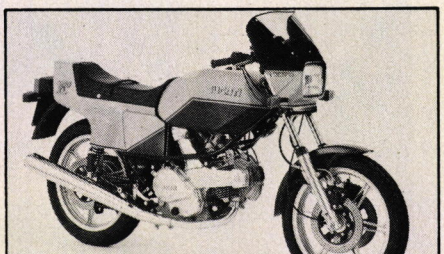
Beneath the bodywork lurks an XJ650

The Auga, by Yamaha and John Reed.



1200 Mirage uses help from its friends

Like Marzocchi, Brembo and Pirelli.



350XL comes with impressive numbers

390 pounds and 103 mph.

Another four-stroke in the future

SWM unveils three new models.

KTM's four-stroke 500 is ready

Final changes included a disc brake.

Auga. And before you ask when it's going to be in your local showroom, we'll tell you that it's only a design exercise. Built by John Reed, the all-black Auga is powered by an XJ650 motor housed in a monocoque chassis. The bike retains the XJ's shaft drive but dispenses with any other support for the rear wheel. Up front the droop-snoot monster runs hub-center steering. And to retain the clean and flowing lines, the Auga hides its entire exhaust system inside the fiberglass bodywork. Beauty or the beast?

• Not as radical as the Auga, but just as exciting is the latest 1200cc Formula Mirage Laverda shown by the British importers at the Birmingham show. The Dell'Orto-carbed triple is claimed to have a top speed of 150 mph. At those speeds you'll be glad you can crouch low over the one-piece tank and seat to grab the low bar and rest your feet on rearset pegs. You'll also be able to rely on Marzocchi suspension, triple Brembo discs and Pirelli Phantom tires.

• Ducati's another Italian company with something new to offer. Hard on the heels of its recently announced 600TL Pantah, Ducati has just unveiled a baby Duck that displaces 350cc. The latest XL model shares many features with its bigger stablemates, including its air-cooled 90-degree vee-twin configuration and desmodromic valve control. A bore and stroke of 66mm x 55mm and a compression ratio of 10.4:1 combine with two 30mm Dell'Orto carbs to produce a claimed 40 hp at 9600 rpm. That's supposed to be enough to propel the 390-pound motorcycle up to 103 mph.

• SWM, a firm better known for its two-stroke dirt bikes, is about to launch a line of four-stroke trail bikes. The same basic motor will be available in 350cc, 500cc and 520cc sizes, and will be housed in the same single-downtube chassis with 8.3 inches of fork travel and 7.5 inches of rear wheel travel.

• A more serious dirt bike is the final production version of KTM's 500cc four-stroke. The Austrian firm has made a number of changes to the prototype shown at the Milan Show, the most noticeable being the addition of a hydraulic disc front brake, a new front numberplate and headlamp, and a redesigned exhaust system. What hasn't changed is the Rotax twin-exhaust-port motor and the single-shock Pro-Lever rear suspension. Look out for it soon. *–David Dewhurst*

HARD CASH

• Harley-Davidson recently announced the sale of its Golf Car Division, a move enabling the company to concentrate resources and strengthen its motorcycle product line. According to company officials, the sale was in the plans when Harley-Davidson returned to private ownership last June. Purchasing the H-D Golf Car Division was a newly formed company, the Columbia Car Corporation, of Deerfield, Wisconsin. No sales price was given, but the Columbia Car Corporation received all golf car manufactured inventories, parts, manufacturing equipment, all engineering documents and records.

• More belt-tightening at Harley. H-D's sale of its Golf Car Division allowed the company to further streamline its workforce, eliminating 150

positions at three plants: the York, Pennsylvania facility, the plant at Tomahawk, Wisconsin and the company headquarters in Milwaukee. Additionally, the York, Pennsylvania plant has been temporarily closed, excessive inventory given as the reason. It's reported that there is an unsold stockpile of more than 5,000 units. Although the company has released all its service representatives and cut back the number of field employees, H-D reports financial stability and solid plans for 1983, scheduling an August showing of the 1983 line for its dealers.

• Price reductions for BMW. To expand the relatively small, affluent market segment that BMW motorcycles traditionally have held, John A. Cook, president of BMW of North America, announced a price reduction, effective immediately, throughout the line. The suggested retail price of each 1982 BMW motorcycle has been lowered an average of 5.75 percent; dollar amounts ranging from $210 to $410 lower.

"We've learned that many buyers incorrectly perceive our motorcycles as being priced thousands of dollars higher than the competition," Cook said. "In fact, that is not the case," he continued, "and these price cuts will narrow the gap even further, to the point where we can broaden our market base to include buyers who have always thought our motorcycles were too expensive."

The new, lowered suggested retail prices range from $3390 for the R65 model to $6890 for the top-of-the-line R100RT. BMW also is selectively expanding its dealer network, with plans to increase the current 245 outlets to nearly 400 by 1987. The company expects to sell 4700 motorcycles during 1982, a projected increase of 40 percent over last year's sales.

• Big money for bike ads. 1982 is, so far, one of the slowest years of the past decade for new motorcycle sales. To combat the sales decline, the Japanese motorcycle manufacturers are advertising heavily, especially on TV. It's reported that between Honda, Kawasaki, Suzuki and Yamaha, $80 million will be spent on advertising during 1982, Honda alone spending $40 million.

• TV spots aren't the only places where the motorcycle manufacturers are spending money. Both Honda and Suzuki recently announced new contingency award programs for dragracing. Honda's contingency purse totals $107,700, for both Pro and Sportsman Honda riders in NMRA competition, while Suzuki has posted $101,000 for a Quarter-Mile Challenge for Suzuki riders.

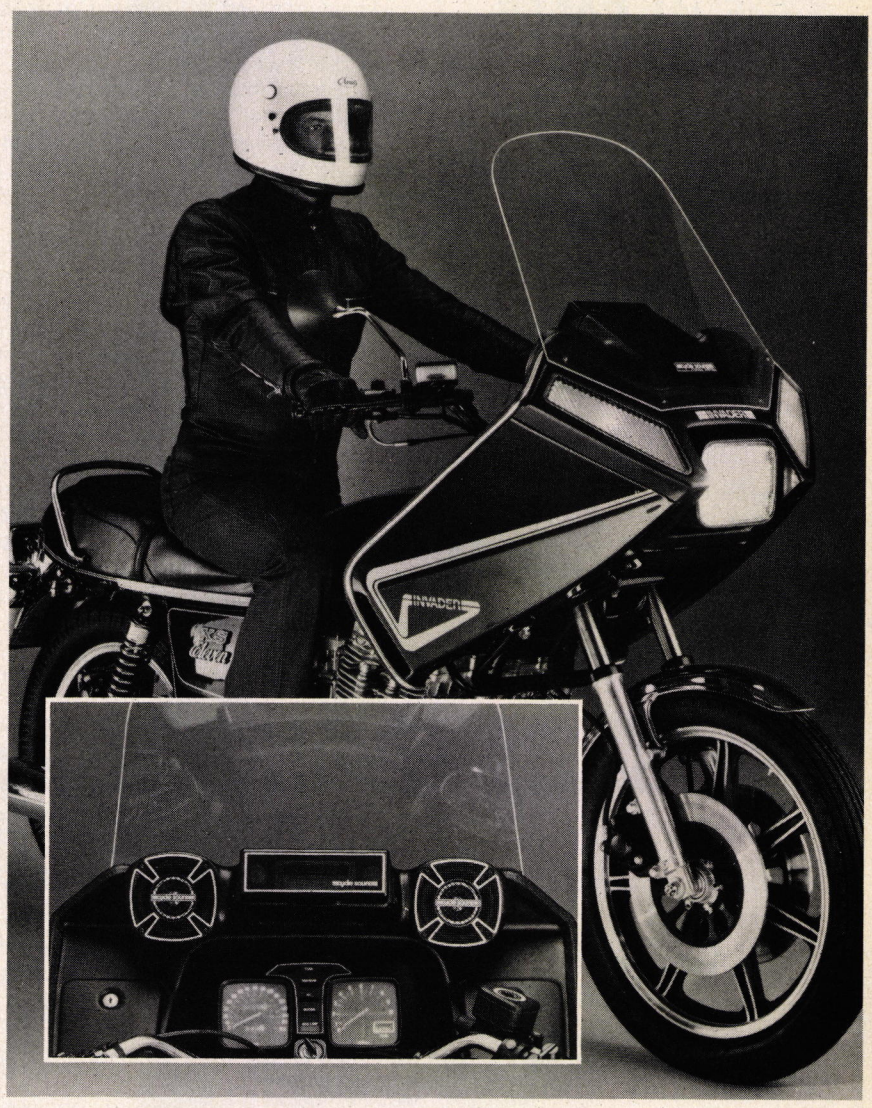
• Possibly the end of an era. This year well could be the last for the Superbowl of Motocross at the Los Angeles Coliseum. Because the Coliseum is scheduled for massive renovations in preparation for the 1984 Olympics, the field will be unavailable for use until after the games. In fact, there is no official word as to whether a 1985 Superbowl of Motocross would be possible at the Coliseum.

• On a final note, promoters are hoping that what worked for motocross also will work for trials. Indoor trials events, originated in Europe, are gaining a toehold in America, with man-made courses of logs, barrels and even old cars

Continued

NEW FROM CYCLE SOUND . . .

INVADER



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constituting a section. Because of the limited amount of space needed, and the low speed and noise levels of trials bikes, the events seem ideally suited for indoor running. Whether or not indoor trials prove to be a commercial success remains to be seen. *–Joe Kress*

FEDERAL CASES

• A return of the speed laws from the federal government back to the individual states is the position of the Citizen's Coalition for Rational Traffic Laws (CCRTL), a newly formed organization headed by Jim Baxter, a rider and lobbyist for the Wisconsin Dealers Association. The group is pressing for return of the speed laws to the states, which would set new limits based on highway design, traffic volume and the quality of any particular road. Baxter cites a recent AMA membership poll showing that 80 percent of the respondents favored a repeal of the 55-mph limit. Says Baxter, "There is every indication that we can effect the repeal of the mandatory 55-mph limit, and do so before the next Presidential election–if we start right."

Success of the CCRTL plan would see higher limits on most divided roads and limited-access highways, and a range of new limits–some higher, some lower–on the remainder of the rural highway system.

• The AMA recently was in the halls of Congress, offering testimony to the House Surface Transportation subcommittee. The AMA was supporting a measure to open High-Occupancy Vehicle (HOV) lanes to motorcycles. Citing that the original purpose of the HOV lanes was fuel conservation and safety, Robert Rasor, Director of Government Relations at the AMA, told the subcommittee, "Motorcycles offer better fuel economy than even a four-passenger car." Rasor also noted the DOT's suggestion that rider safety might be improved by "isolating, or space-cushioning motorcyclists in dense urban traffic, where HOV lanes are found."

Dr. George Brosseau, President of the National Motorcycle Commuter Association, also testified, telling the congressmen that all they needed to do was "recognize the motorcycle as a fuel-efficient, convenient transportation option."

• That convenient transportation option could have a significantly higher pricetag, if proposed legislation by Representative Richard T. Schultze of Pennsylvania passes into law. H.R. 5616, introduced by Schultze, seeks to boost import duties on a wide range of Japanese products, motorcycles most definitely included. The bill calls for duty increases from the present 4.5 percent to 10 percent on complete motorcycles, from the current 5.3 percent to 25 percent on parts, and an increase on three-wheeler import duty from 2.8 percent to 10 percent.

Says Schultze, "Japan has repeatedly, over many years, discriminated against United States commerce, erecting trade barriers, subsidizing domestic industries and dumping manufactured goods." Schultze maintains that it is time to take defensive action that is "firm but fair." The bill has been sent to the House Ways and Means Committee.

• Motorcycle thieves in California, specifically those dealing in Harley-Davidsons, soon might find it slightly harder to fence their wares. An anti-theft bill, AB 3059, recently was submitted to the Assembly Transportation Committee and passed without opposition. The bill requires that anyone purchasing a new H-D crankcase first turn in the old one. Since Harley-Davidson has the distinction of being the most-stolen motorcycle, no other brands were mentioned in the bill. *–Joe Kress*

RUMORS

• Our spies behind the Iron Curtain have been sending back top-secret information that might help halt Communist advances. Confidential documents have been made available to this magazine, pointing to some tricky two-strokes that might be used by Czechoslovakian riders in this year's ISDE. Early intelligence suggests that a rotary-valved 125cc enduro bike, with adjustable transfer ports, is ready to do battle. Fuzzy photos suggest a large external plate, removed to allow the use of various transfer-port shapes to suit different types of terrain. This information is classified, so don't tell anyone where you got it.

• Current trends suggest that the easiest way to improve any motorcycle is to add liquid-cooling and give it a single-shock rear suspension.

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It's been done a hundred times before and it might be done again with Honda's tiniest tiddler, the MB5. The low-buck two-stroke café racer has been seen in Japan with a frame-mounted radiator and Pro-Link rear suspension. No one at Honda is saying if the liquid cooling will be a feature of next year's 50cc street bike, but our guess is that it will. And we'll stick our necks out and suggest that the bike also might have a one-piece seat and tank, along with cast alloy wheels and disc brakes.

• If you've already bought Kawasaki's latest GPz750 you might be the owner of what's destined to become a rare motorcycle. Unlike its bigger stablemate, the fuel-injected GPz1100, the 750 uses four carburetors to meter fuel, but reports from Japan suggest that next year's GPz750 might switch to fuel injection. Whether injected fuel will improve performance is open to question, but with only one year's production run in circulation, the carbureted model could become a collector's item.

• An even rarer motorcycle would be a fuel-injected Triumph Bonneville. And as unlikely as that sounds it might become fact. Rumors coming from England tell of testing with a simple injection system that will help the venerable vertical twin more easily meet EPA emissions regulations.

• How would you react to a three-wheeled vehicle that leans like a regular motorcycle, is powered by a bike motor, but carries its driver in a bucket seat and is steered with a wheel and not bars? Stay tuned while we follow this rumor a bit further. *–David Dewhurst*

APART FROM THE CROWD

• Sylvester Stallone once again brings Rocky to the screen, and in the third and final episode, "Rocky III," the heavyweight fighter rides a heavyweight bike. When Stallone's character, Rocky, has his world crumble around him, he takes off through the streets of his beloved Philadelphia on–what else–a Harley. An FLHS to be exact.

As Stallone puts it, "Rocky needed something to illustrate his private life. He takes time for soul-searching, for retracing his past. The motorcycle fit the part perfectly."

Apparently, the bike fit Stallone perfectly, too. As he says, "The hardest thing about filming with the Harley was keeping everyone else off it. I told them that was my job."

• Rocky might be a fictionalized thumb-buster, but a pair of collection-agency employees in Davenport, Iowa want to come off as the real thing. Capitalizing on the tough-biker image, the look that we've for years been trying to live down, this pair shows up at a debtor's doorstep in full biker wardrobe, complete with greasy Levis, headbands, leather jackets and Harley tee-shirts.

Apparently, it's effective. Without having to resort to violence, or even abusive language, debtors and check bouncers are persuaded to see the error of their ways. The collection agency says that it's the look that does the job. *–Joe Kress* ●

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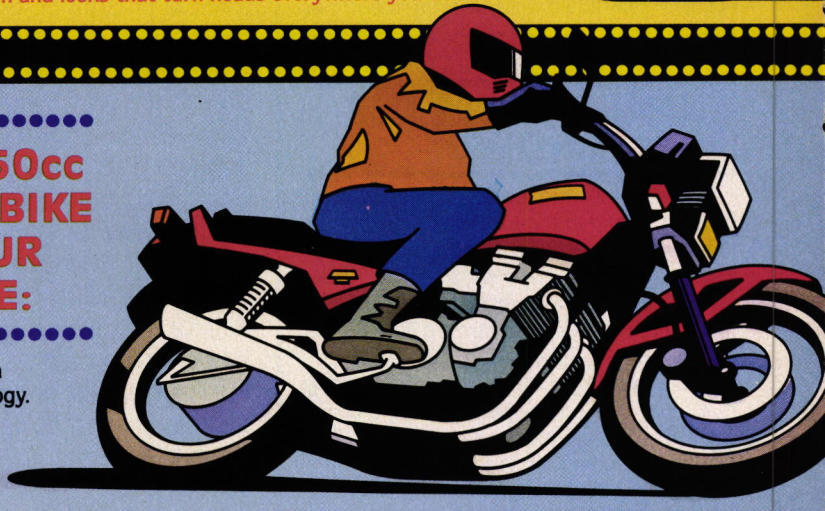

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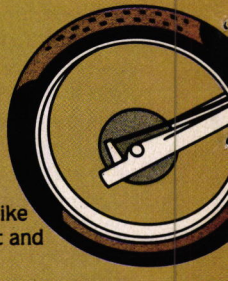

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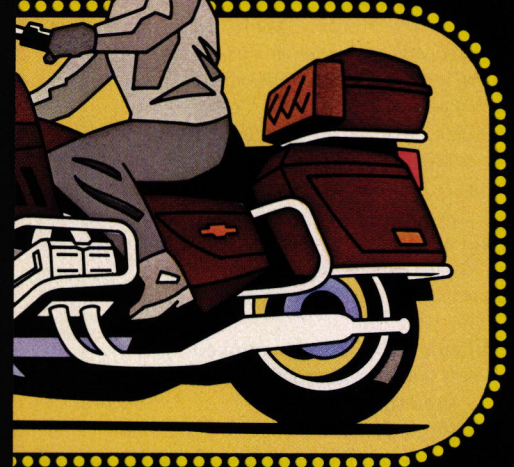

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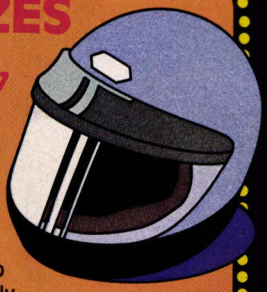

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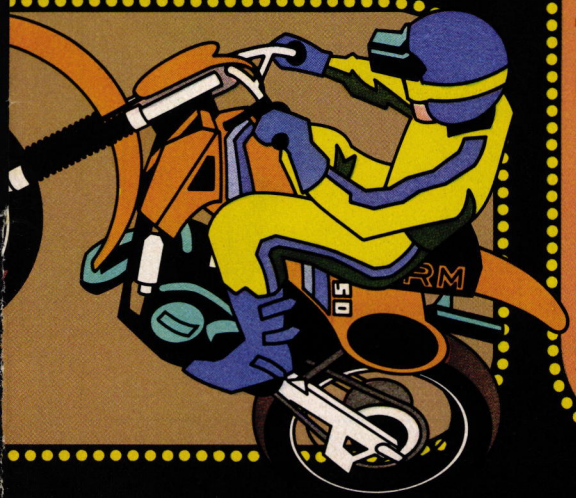

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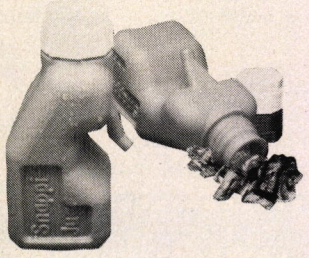

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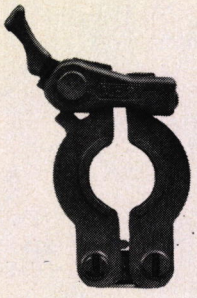

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• There are only two reasons to wear an enduro jacket: warmth and protection. For wet or winter-time enduros it's the first function that takes on the most importance, since once you're insulated enough to stay out of the numb-zone, you'll probably be fairly rock- and tree-proof.

But in dry, summertime enduros there's only one need for a jacket: protection from branches, rocks, bushes—anything intent on turning your body into one big red welt. And that's where the Husky Products Dick Burleson Enduro Jacket comes in.

The HP jacket offers protection like any full-size jacket, but because it has its own built-in central air-conditioning system, it doesn't force the rider to swelter under layers of clothes. Air enters the jacket through a series of vents and flaps that are easily opened on hot days. In front, the jacket has both a zipper and a row of snaps. With the zipper down and the snaps closed, cooling air freely flows to the rider. And in back, there's a large vent allowing the air to escape. The sleeves also open to swallow air when a Velcro strap is unfastened.

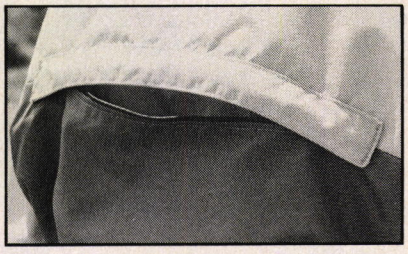
Riding with the jacket fully open is cool, but it isn't like riding with no jacket at all. When there's no breeze and you're plonking through low-speed sections, temperatures within the jacket can rise to rider-roasting surprisingly quick. Even in those slow sections, though, you'll be glad to be wearing something more than a cotton shirt when a thorny twig tries to reach out and snatch a piece of your skin. And if you want more protection, there's room for shoulderpads under the jacket, which still will be loose enough for the vents to carry away heat.

Besides keeping the rider cool, the back vent serves another purpose: It doubles as a storage compartment. Unzip it and you can shove inner tubes, tools or maybe even your lunch between the lining and the jacket exterior, supplementing the already-large pack-along space provided by four pockets.

When all the vents are zipped up the jacket is fairly waterproof, although you'll want something with more insulation when the going gets really cold. The nylon weave material allows plenty of air through, making Husky's enduro jacket strictly a warm-weather animal.

The Husky Products Dick Burleson Enduro Jacket carries a suggested retail price of $77 and is available only through Husqvarna dealers. *—Ron Lawson*

PHOTOGRAPHY © 1982 DAVID DEWHURST



The Husky Products Dick Burleson Enduro Jacket stays cool in hot competition

Zippers, straps and vents form a deep-woods central air-conditioning system.

BUILD YOUR REPUTATION ON OURS.

Nothing builds a reputation faster than winning races. This is why Kawasaki has the reputation it has. That of a winner. But it hasn't come easy.

The racetrack is an unforgiving taskmaster. It demands performance. It demands precision. And it preys on weakness. To win the AMA Superbike Championship and two consecutive AMA Lightweight Championships as Kawasaki has done, takes a superior machine to begin with. A machine that has it all. A blazing fast motor. Flex-resistant frame. Responsive suspension. Powerful brakes. And reliability. If just one of these areas isn't up to par, the racetrack will weed it out. And you'll be a spectator.

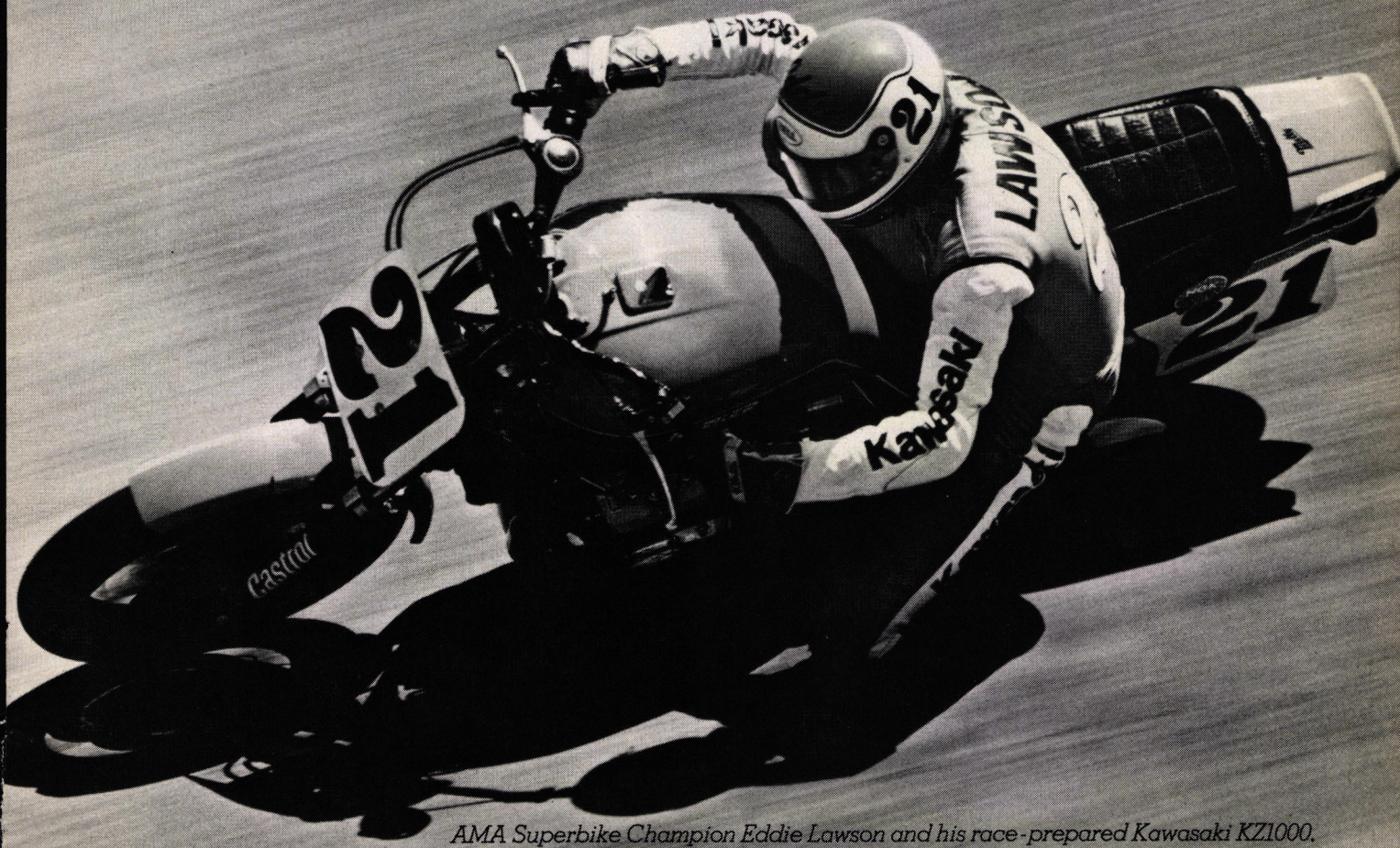
Kawasaki's AMA Superbike starts out as a production machine, just like the ones at your local dealer. And our line of production bikes is ready for you because their design incorporates the lessons we learn at the track. Lessons we've learned in also winning the 1981 World Endurance Racing Championship, and both 250 cc and 350 cc World Roadracing Championships. Because we want you to share in our success. And in our reputation.

So when you go down to your local Kawasaki dealer to check out the new line of 1982 Kawasakis, remember, you're looking at more than just motorcycles. You're looking at a winning reputation. Kawasaki's.

And yours.

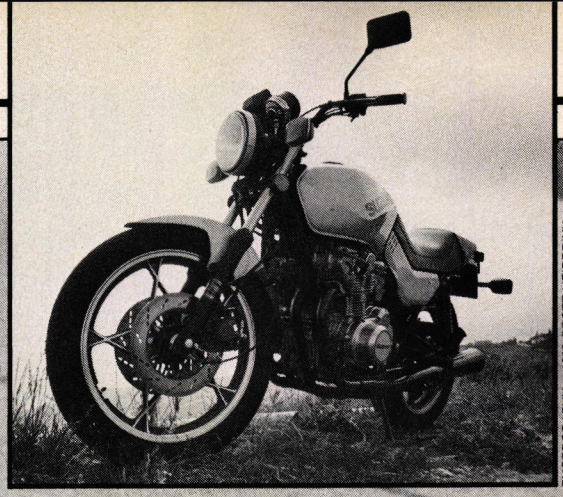
Kawasaki

Let the good times roll.



AMA Superbike Champion Eddie Lawson and his race-prepared Kawasaki KZ1000.

Availability may be limited. Kawasaki believes in riding safely. Check local laws before you ride. Member, AMA and MSF.



PHOTOGRAPHY © 1982 SCOTT HEIDBRINK

The 550 Katana is styled for tomorrow

But the mechanicals are vintage '77.

Suzuki GS550M Katana

Cannon-fodder for the moto-price wars.

•A first look at Suzuki's 550 Katana belies the true reason for its existence. Because as improbable as it might seem, this zoot-looking sport flashbike actually is an economy-minded model. And it was planned that way right from the start.

Suzuki's approach to the 550 sport market was quite a bit different from the competition's. Instead of trying to beat Kawasaki's GPz550 or Yamaha's 550 Seca in acceleration or top speed, Suzuki aimed for another kind of victory: to score heavily in the showroom by making the GS550M Katana the least expensive bike in its class—and do it by a wide margin.

Whenever price is the number-one priority, though, something has to give. And the 550M was no exception, so there wasn't room in its R&D budget for a lot of new—and also expensive—technology. As a result, underneath the 550M's stylish, Muth-inspired bodywork lives the same basic GS550 that's been kicking around since 1977. Only the cosmetics and a few assorted chassis pieces are new for '82.

In order to bring the new Katana in on its tight budget, absolutely nothing in the engine was changed. Right down to the constant-vacuum carbs, 8.6:1 compression ratio and transistorized ignition, it's the same powerplant used in last year's 550, and indeed, even the year before that. In fact, the last change to this engine was the addition of those CV carbs and the transistorized ignition in 1980; and even those modifications were implemented to please the EPA, not to increase performance. As a result, this 549cc, double-cam four, the engine that was so critically acclaimed just a few years ago, seems a little outdated.

Mostly because of its EPA-pleasing carburetion, the 550 Katana suffers from the same kinds of cold-start reluctance, long warmup requirements and mid-range surging that have typified 550 Suzukis from the beginning. But on the plus side of the performance ledger—and something that didn't require one additional red cent to accomplish—is the reliability of this engine. It's an anvil-solid, almost unbreakable piece of hardware, just as it always has been.

Still, the power that the 550M generates is all in the upper ranges, from 7000 rpm right up to redline. What this means is that plenty of shifting is needed to keep the engine in its powerband. And while that might have been the norm for Seventies-vintage 550s, for those of today it is not. In situations where a GPz or Seca 550 might need only a twist of the throttle in top gear to accelerate briskly, this Suzuki mid-sizer will have to drop down a gear, maybe even two.

The frame for the new Katana also is no more than a basic GS550 structure, but unlike the engine, it doesn't penalize performance. The frame is rigid and free of any discernable flex; and with needle bearings at the swingarm pivot and tapered rollers at the steering head, using it as the foundation for a sportbike posed no problems at all. The only changes made to the frame were the addition of some minor brackets and mounts for the

new bodywork and rearset controls. And that didn't amount to much at all, costwise.

But while the corporate pursestrings were drawn tight on new engine and frame designs, that wasn't the case with the suspension system. Both front and rear, the 550M has all-new, totally up-to-date components. On this Katana, Suzuki has for the first time used an air-spring fork on a 550, and at the rear the 550M has four-way adjustable rebound damping. Consequently, while the 550M might lack bullet-like acceleration, its handling is right in the hunt with the latest 550 sport-riding hardware on the market.

Much of the M-model's precision in the turns stems from its spring rates, which are on the stiff side but nothing like on the flagship Katana, the 1000S. On this Katana the springing is just firm enough to inspire confidence, yet not so rock-solid that the rider's eyeballs are left jiggling in their sockets. When all the suspension settings are dialed-in to full-soft, around-town riding and freeway cruises are smooth and jolt-free. But when the winding roads beckon, a few more pounds of air in the fork and a couple of clicks up on the preload and damping will have the 550M apexing in style. The bike might lose out on the straightaways, but you can bet it won't be lost in the corners.

Attacking those corners will be made easier by the brakes, too. As with the suspension systems, Suzuki devoted a few well-spent bucks on all-new brakes with dual discs up front and a single disc at the rear. And while the brakes are somewhat spongy-feeling at first, they never fail to pull the bike down to a quick, sure stop.

So, taken in its entirety, this new breed of sportbike—call it an Econosport—has a great deal going for it. It handles well, rides nicely, is economical to run, is extremely sporty looking and most of all, is the least-expensive 550 sportbike on the market. Granted, it's no mini-rocket, as its mid- to high-13-second, 95-mph quarter-mile times attest. But it never was intended to be anything of the sort. Price figures, not performance figures, were the objective. The 550 Katana was meant to be a competent sportbike, but at $2599, one that would sell for $400 to $500 less than the competition's 550s.

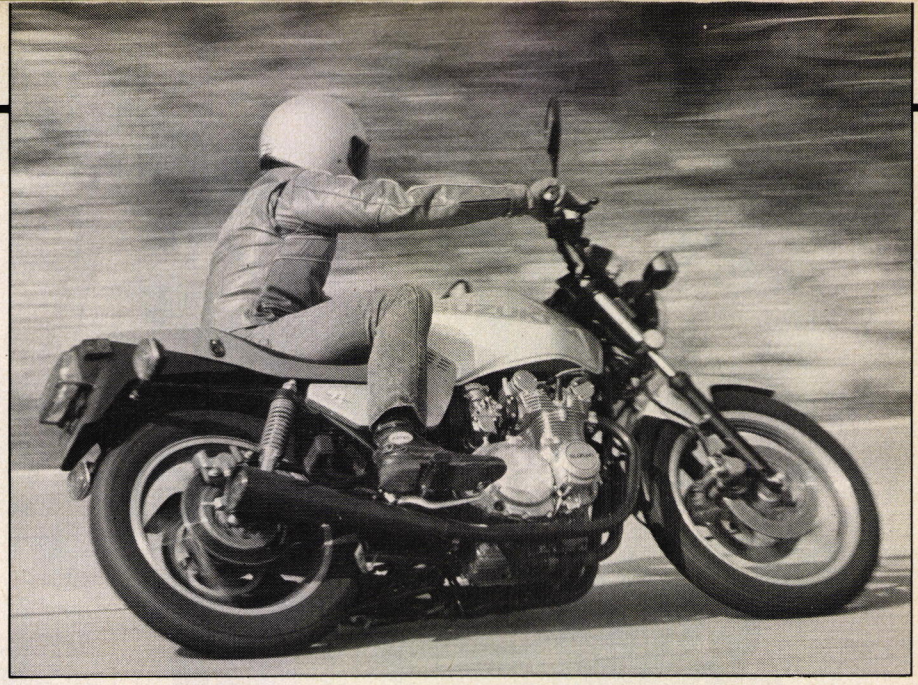
And a good deal it would have been, too, except for one thing: Motorcycle sales took a dip this spring, and so to keep their warehouses from getting overstocked, both Kawasaki and Yamaha lowered the pricetags on their 550 sportbikes. So instead of undercutting the others by hundreds of dollars, the 550M is barely cheaper at all—only $60 less than Yamaha's 550 Seca. And stacked up against Kawasaki's Little Red Ripper, priced at $2749 this year, that Econosport Suzuki just isn't competitive.

The priceleader sportbike was a good idea on Suzuki's part. But this time, at least, it was the right idea at the wrong time.—*Joe Kress*

SUZUKI GS550M KATANA

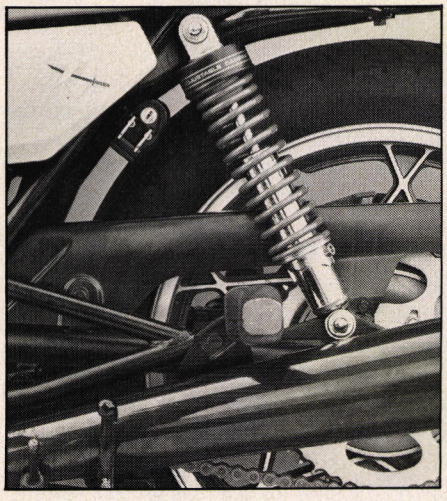
Importer: U.S. Suzuki Motor Corporation
3251 East Imperial Highway
Brea, California 92621

Category	street
Suggested retail price	$2599
Engine type	four-stroke transverse vertical four
Valve arrangement	double overhead camshafts
Bore and stroke	56.0mm x 55.8mm
Displacement	549.7cc
Compression ratio	8.6:1
Carburetion	four 32mm Mikuni constant-vacuum
Gearbox	6-speed
Front fork/wheel travel	air-spring, 37mm stanchion tube diameter/5.1 in. (130mm)
Rear shocks/wheel travel	5-way adjustable spring preload, 4-way adjustable rebound damping/4.3 in. (110mm)
Wheelbase	57.0 to 58.3 in. (1448 to 1481mm)
Seat height	30.5 in. (775mm)
Weight	449 lbs. (204kg)
Best 1/4-mile acceleration	13.692 sec., 95.94 mph (154 kph)
Top speed (calculated)	120 mph (192 kph)
Stopping distance from 60 mph	135 ft. (41m)
Fuel consumption	39 to 53 mpg (17 to 23 km/l)
Warranty	12 months unlimited mileage
Available color	silver with red only



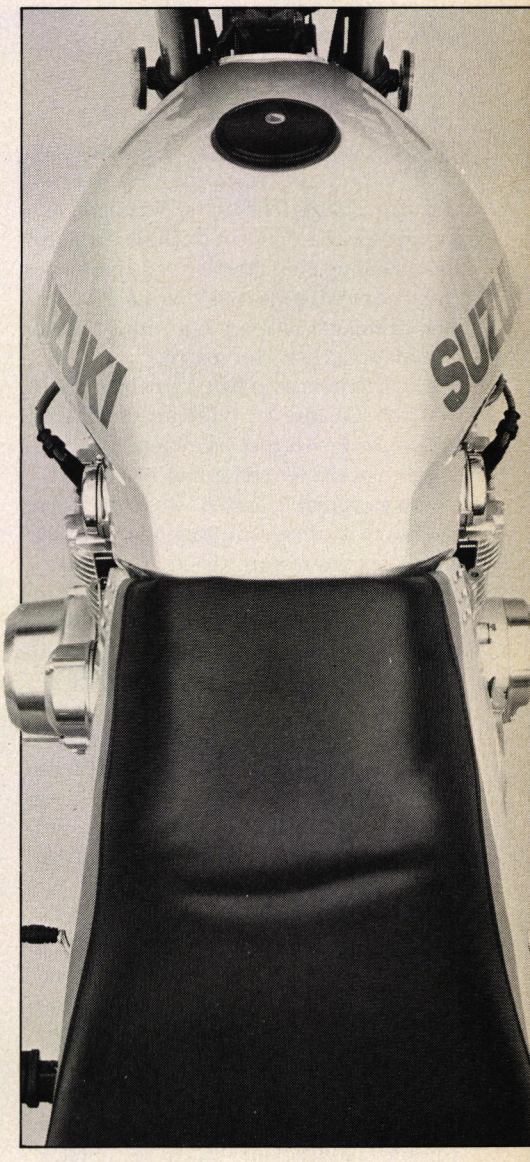
Econo-pricing and racetrack handling keep the smallest Katana on the right line

A Suzuki designed for the budget-minded canyon crusader.



Four-way adjustable GS shocks

Old ideas suspended by new hardware.



Smooth lines flow back to rider

And they offer a six-gallon stay.

ROAD TEST:

Big-bore singles have been mesmerizing motorcyclists since the very dawn of the Castrol Age. The brutal simplicity of a lone piston the size of John Wayne's balled fist pounding out power drums a primitive message to us, a message that no combination of smaller or more numerous Toshiro Mifune-sized fists can match.

Until its demise in 1981, Yamaha's SR500 was the last lure for those lovers of street singles, and even that bike's relatively high weight, lackluster performance and cranky manners couldn't prevent its elevation to cult-bike status. Conventional wisdom held that the reason was its close kinship with the Britbikes of the Middle Castrol Age; those Fifties bangers like the BSA, Matchless and Norton 500s, whose graceful curves of bodywork and handling the SR mimicked as faithfully as it did their boneshaking vibration. Because of this, no one was very surprised when the SR faded away; the only people interested in big singles, so the reasoning went, were the Britbike-clone folks—and they already had their bikes.

The advent of the Honda FT500 Ascot shakes this tidy little notion like a gunfighter crashing a tea party. Both the name and the styling tell you this bike is patterned after nobody's café racer; it's a straight-out, all-American vision, uncluttered by a single Briticism. The name on the tank says "Made in Japan," but like all those boulevard bombers, it's as American as Reaganomics, and not just in styling. The refusal of the bulk of America's riders to tolerate hard starting or serious vibration has resulted in the Ascot's main achievement: bringing together the counterbalanced big single and electric starting.

Designed and fostered by Honda Research, an arm of American Honda, the FT 500 (that's right: "FT" stands for "Flat Track") began life as a styling exercise glued onto a 1981-vintage XL500S. The dual-purpose mission of the XL wasn't suitable for the FT, though, so the hallmarks of that bike—23-inch front wheel, long-travel suspension and high pipe—were tossed out. The FT was to be slightly sporty, but not for the blue groove, despite its dirt-racy handle. It was to be a gutsy, tall-in-the-saddle alternative to equivalently priced (circa $2000) bikes like 400cc twins, a lure for both neophyte and experienced rider alike.

To translate the words into hardware, Honda did not turn to startling leaps of engineering. The 498cc overhead-cam engine sucks and blows through the same four-valve head used on the XL500, each valve being worked by its half of a forked rocker arm. And each rocker is fitted with screw-type adjusters that are reached easily through O-ring-sealed caps. A self-regulating cam-chain tensioner eliminates manual adjustment, and the FT uses the same cam timing and valve lift as the XL. The Ascot breathes differently, though; a 35mm Keihin constant-vacuum carb with accel-

Honda FT500 Ascot

Electric starting and the blue groove bring Thumping to Everyrider.

BY STEVE THOMPSON

erator pump replaces the XL's 32mm slide-needle Keihin. Exhaust header size is the same, but the FT's slightly less restrictive muffler and bigger carb give it a concomitant increase in torque.

To handle both the greater torque and what Honda expects to be the FT's more arduous street life, the drivetrain was strengthened. Gear ratios are common to FT and XL, but the Ascot's teeth are wider and have a higher-grade heat-treatment specification. The steel plates in the 14-plate clutch are thicker, up from 1.2 to 1.6mm, and the final-drive chain was upgraded from a conventional No. 520 to an O-ringed No. 530. To keep the engine running cooler, oil capacity grew from 2.1 to 2.4 quarts and the sump sprouted fins.

It was the thumper's massive power strokes, though, that presented the engineers with their biggest challenge: adapting electric starting without forcing a redesign of most of the major engine components. It took no less than four separate gear reductions to connect the starter motor to the alternator's large external flywheel (which has gear teeth machined around its outside diameter) at the required ratio of almost 30 to 1. The pivotal component in the system is an automotive-style Bendix-gear mechanism that engages the flywheel teeth and also incorporates a roller-sprag one-way overrun clutch to prevent the starter motor from accidentally being overrevved when the engine fires up. On a car, that function usually is handled by the Bendix itself, since it is inherently designed to "kick out" once engine speed exceeds Bendix-gear speed; but because a big single's engine rpm varies so drastically while being cranked over (the engine rotation slows as the huge piston pushes against compression, then speeds up considerably once past Top Dead Center), the FT employs a solenoid-actuated locking device that holds the Bendix in the engaged position as long as the starter button is depressed. Otherwise, the normal rpm fluctuations would cause the Bendix to engage and disengage constantly while cranking, ultimately damaging the mechanism.

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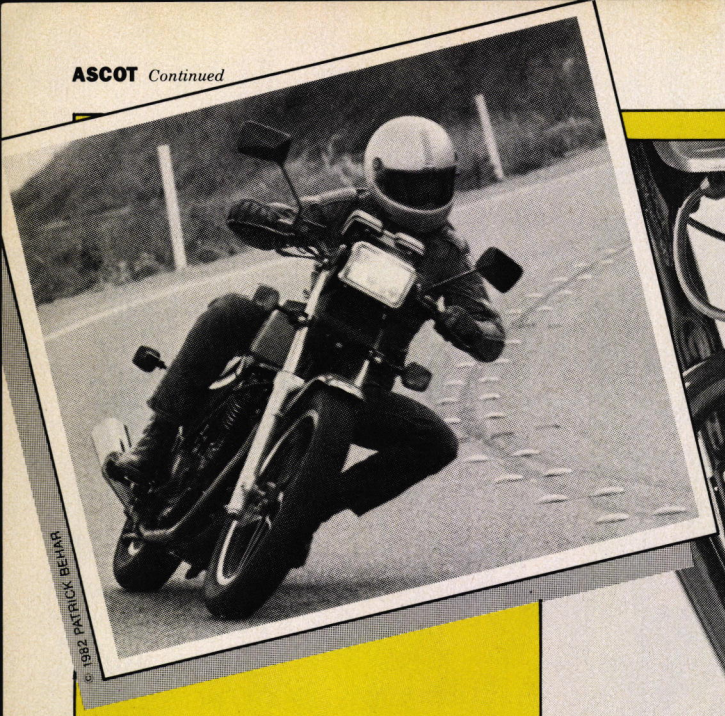

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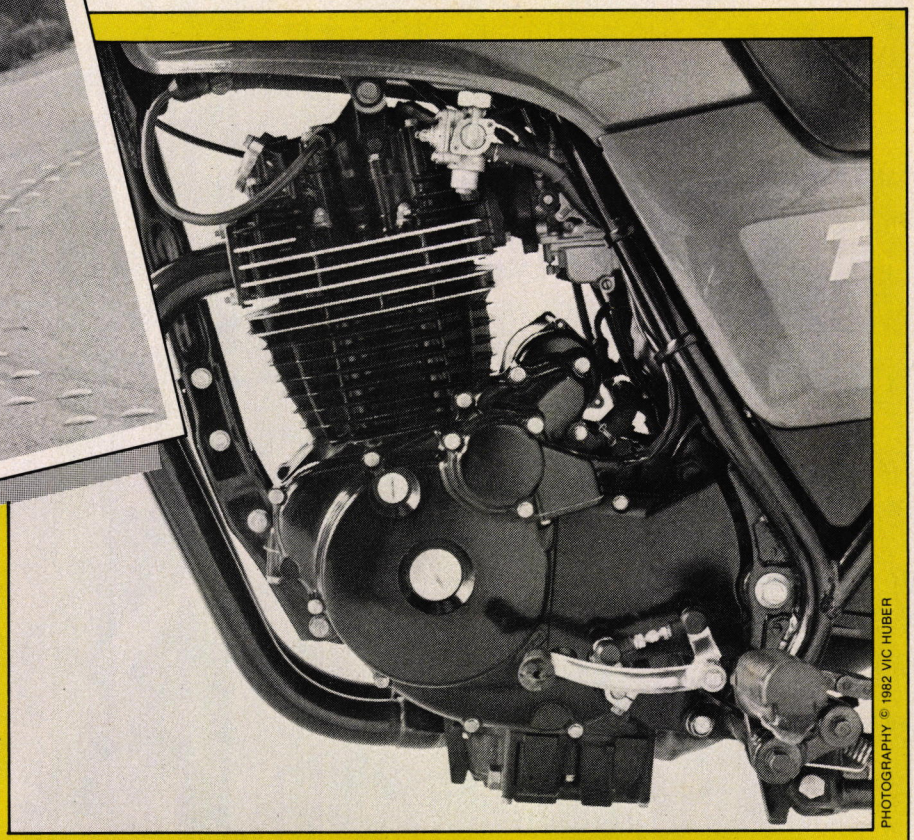
No Britbike nostalgia for this Honda; the FT500 has a pure American flavor.



PHOTOGRAPHY © 1982 VIC HUBER

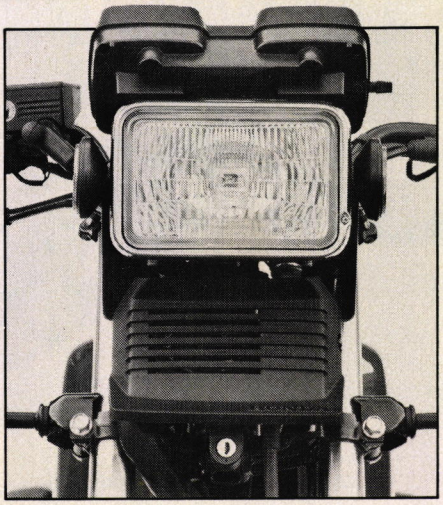
Honda's four-valve, 498cc, four-stroke single takes its act on the road

The XL powerplant is redesigned to excell on American pavement.

All this electric-start paraphernalia, in conjunction with the CV carb and larger oil sump, adds 11.6 pounds to the FT's engine weight, bringing it to 103.6 pounds. But it also alleviates the need for a kickstarter, at least in Honda's opinion, and so the FT does not have one, nor the associated exhaust-valve "compression release" that is standard on kick-only XL/XR500s. We didn't share Honda's opinion, though, when four teeth sheared off of the pinion that drives the Bendix shaft on our test bike, rendering the starter inoperable. And without either a kickstarter or a compression release, starting the thumper using the run-and-bump method was just short of impossible. Honda's tech people swore that they had never heard of any FT500 electric-start failures, so one can only hope that our problem was not typical of the breed.

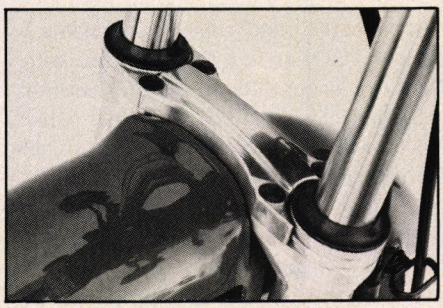
Cradling the not-too-different engine is a frame that is itself similar to the '81 XL's. With the exception of the welded-on passenger footpeg brackets, at first glance the frames might be mistaken for one another. But in addition to differing geometries, there are tubing differences: The FT's frame is thicker in virtually all areas, with greater outside tube diameters.

However much the frames are similar, though, the XL and FT suspensions are not. The FT's Showa fork uses an air assist through separate fittings on each fork cap, with 37mm fork tubes and slightly more than six inches of travel, the latter being a dead giveaway of the bike's street intentions. Likewise, the two gas-charged Variable Hydraulic Damping (VHD) shocks, delivering 4.6 inches of travel and offering five spring preload settings, echo that intended use. The box-section swingarm is new, its end-cap axle adjusters a product of CR motocross experience. And the FT500's alloy bolt-on fork brace can also be seen on certain other 1982 Honda models, as can the Enkei cast aluminum wheels. And although Honda spokesmen admit that these one-piece "mags" offer no functional advantages over Honda's ComStar composite wheels, their styling—and subse-



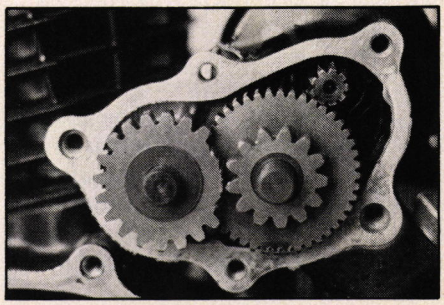
FT instruments are mounted high

Hinting at a dirty bloodline.



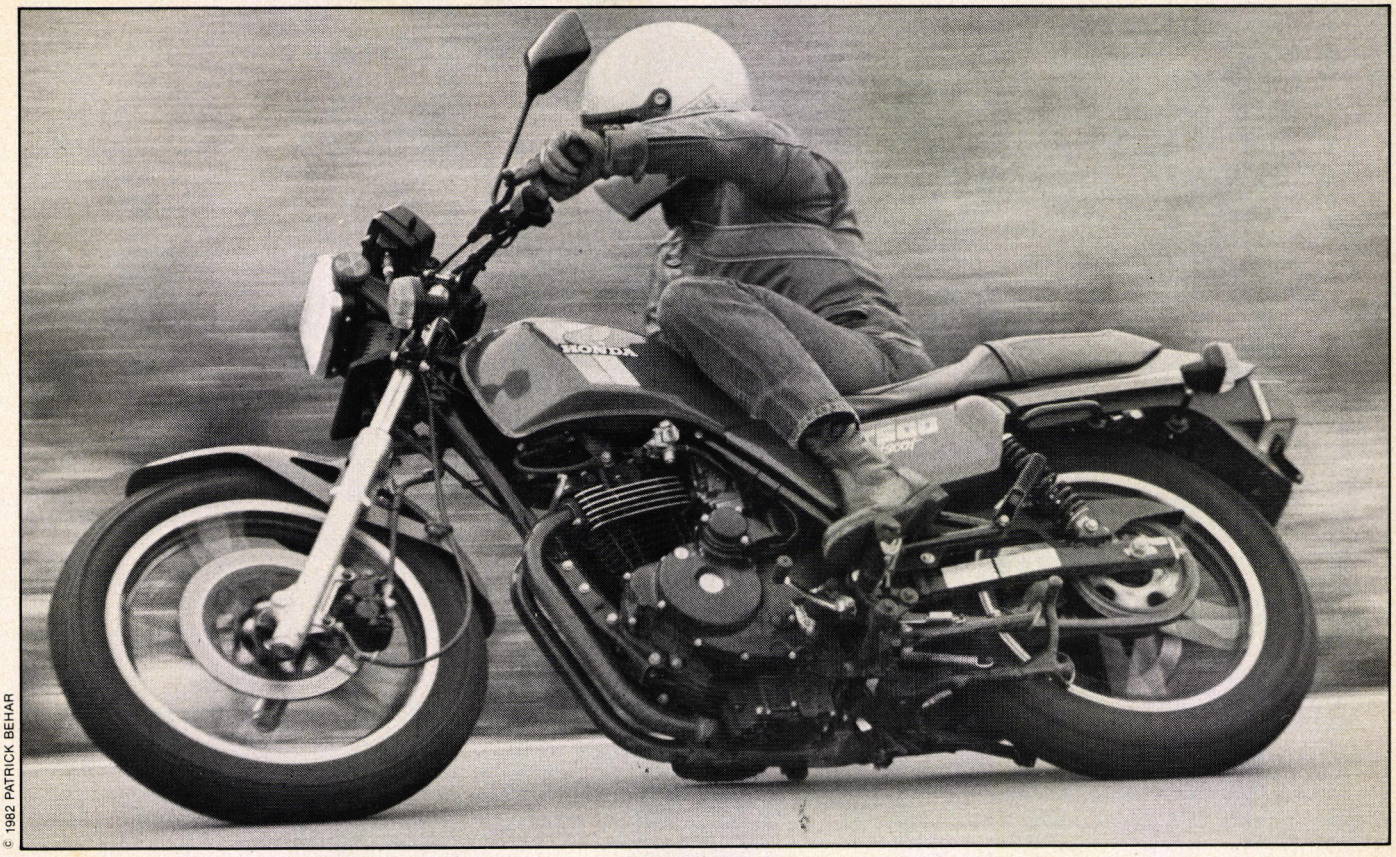
FT fender/fork brace combination

An aluminum link for long legs.



First-year electric starter

Teething pains for the young FT.



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The Ascot's designated mission for America is a Japanese interpretation of a very old British-born concept

A big single can take to European twisties, but its power and suspension are more suited for city riding.

quent sales appeal—mandates their use.

The aggregate of all this adaptation and styling, this mating of push-button starting and John Wayne propulsion, is a motorcycle that seems to promise something different from the mainstream. It's a promise fulfilled, as well, and you know that from the moment you first swing a leg over it. A high steering head, a fairly low seat and a small fuel tank produce a strange but not uncomfortable riding position. The seat's step is not too far forward for tall riders, and the seat-to-pegs distance is well within standard figures. The strange part is where your hands rest: The handlebar itself is low-rise, almost BMW-style, but the steering head is so tall your hands are still almost dirt-bike high. The XL500S served up the same feeling, for the same reasons.

Nothing about the FT's behavior underway will intimidate a novice street rider; it is a friendly motorcycle. Control efforts are low, the clutch in particular being docile and linear, the gearbox neither a paragon of slick virtue nor a clunky nuisance. Generous use of rubber in the footpegs and under the handlebar, allied to the dual chain-driven counterbalancers, keeps the vibration level low, both at idle and any speed thereafter. And cannon-like shape notwithstanding, the black-chrome exhaust megaphone emits a Fed-pleasing note more akin to Toro than Thunderbike.

Because the vibration is so low and the power delivery so gentle, the FT's novelty quickly wears off and its predictable braking, light steering and precise tracking soon are taken for granted. The little things, too, are all reassuring; the mirrors are easy to adjust, hardly ever blurring, the rectangular halogen headlight's beam is broad, full and well-defined for nightwork, and the instrumentation's backlit numerals and needles are crystal-clear. At low and medium speeds, it is a pleasant ride, and except for its exhaust note and narrowness, not so much different from any other middleweight.

But the sportbike allusions of the styling hint at apex-strafing as a legitimate pursuit for the FT, so inevitably, higher speeds beckon. As they're reached, it's obvious that the Yokohama S-rated tires grip moderately well; and with the fork air pressure set at maximum (range: 6-12 psi) and shocks on max preload, the Ascot wheels crisply into any turn, switchback to

COMPARATIVE TEST DATA:

Make and Model	Quarter-Mile, sec/mph	Top Speed, mph	Weight, lbs	Stopping Distance From 60 mph, ft.
Honda FT500 Ascot–'82	14.91/83.7	97	360	146
Yamaha SR500–'78	14.98/84.2	92	364	132
Honda CB400T Hawk–'80	14.37/88.6	100	391	139
Honda GL500 Interstate–'81	14.88/86.4	96	517	140
Kawasaki KZ440D–'81	14.59/89.1	107	383	135
Suzuki GS450S–'80	14.09/92.5	100	397	127

Continued

Twin pipe for a multi-cylinder look
But FT-happiness is being single.

Street suspension, disc brakes and a low-swept pipe surround a familiar motor
To help the XL make the metamorphosis from dual-purpose to road-mode.

sweeper. And once there, the narrowness insures that pegs ground only when quite serious lean angles are attained. With sport-touring speeds, however, comes the conclusion that the Ascot is no Manx-beater. The reasons lie in its power delivery and its behavior on rough pavement.

Although the engine has bagfuls of torque, the FT just isn't very fast. Like the SR500, it is a high-14-second, mid-80-mph quarter-miler. It revs willingly and likes being wrung to redline; power builds rapidly from 4000 rpm, but below that, response is mushy. Consequently, the FT pilot, like an RD400 rider, must hoard his speed and rpm judiciously. In that way, the bike is a good trainer for sport riding.

In its rough-road manners, though, it is not. The front end dances and jiggles when it hits a Bott's dot or stone or rough patch during cornering. Further, regardless of suspension setting, the bike pogos on choppy road even when going dead-ahead. These are not dangerous traits, but they notch the FT down out of the SR500 league in handling and reveal its dual-purpose heritage, since this kind of pavement behavior is much like the XL500's.

So the FT500 is not a repli-racer. Does it matter? Not much. What matters in the FT context are its peculiar virtues—its maintainability, its 50-mpg-under-any-conditions economy, its ability to slice through traffic like an urban guerilla, and, of course, its styling.

Taken in this, its own context, the bike has few serious flaws. It needs a better, easier-to-reach toolkit, better access to shock preload adjusting rings and someplace to hook bungee cords. The seat strap is nearly useless, and while the forklock mounted under the horn isn't hard to use, an ignition-integral forklock would eliminate even the chance to forget locking such a desirable motorcycle. Further, Honda should find a way to make use of the space under the seat and ABS tailpiece, now wasted. The seat is bolted in place rather than hinged, and so the capacity is useless.

Neither these niggles nor the bike's failure to carve canyons like a GPz550 should obscure the importance of the FT500, which lies in the way Honda has made the big-single experience available to Everyrider, without pain. Purists may scoff at the electric starter and counterbalancers, café racers may chuckle at its performance, and SR500 owners may snicker at its All-American styling. If so, they will all miss the point—and a good ride. The Ascot's styling is already a sensation, the aftermarket will surely explode with power kits for it, and if the name on the tank were "Norton," purists would be genuflecting in awe at its technical achievements. The Ascot is not perfect, by a long shot. But like The Duke, it's absolutely American and absolutely unique. And that, as they say in singles' bars, is thumping worth getting excited about. •

Ride Review

• In this business it's easy to become jaded. The reasons are simple, and a quick look into the test-bike garage shows why. Hyper bikes, fuel-injected bikes, turbobikes, computerized bikes; you name it, one's out there. And stacked up against that kind of competition, what chance could you give a 500cc, single-cylinder streetbike? Plenty, actually.

The operative word here is fun. The little Ascot never failed to bring a smile, because the same kind of corner-strafing that becomes a do-or-die proposition with a literbike turns into a slower-speed, lower-risk giggle with the FT. It's road-racing at 45 mph. This bike makes me think I'm 16 years old again.

Our garage might be filled with the latest techno-wonders, but when Honda comes and takes away the Ascot, I for one am going to miss it. *—Joe Kress*

• I have a classic recurring daydream that goes something like this: Someday I'm going to be well-off enough to afford two of everything. Two cars, two houses, two dogs and two sportbikes. And I already know what one of those bikes will be—a Honda FT500. I could ride my multi-cylinder canyon-strafer six days a week and save the Ascot for Sunday fun-rides. The FT has the ability to supply all the excitement of wide-open street racing, but at speeds that would hardly cause a Highway Patrolman to turn his head.

But, unfortunately, this is reality and the Ascot won't be the one machine in my one garage. If all my riding were restricted to the FT, the novelty of its low-speed raciness soon would wear off and I'd be left with a slow single. And I could go and buy the two dogs for a lot less money.

—Ron Lawson

• As a confirmed thumper crazy myself, I awaited the FT500's arrival with high anticipation. On paper, it promised to have conquered the pain/pleasure syndrome that's always afflicted big street singles. It showed all the riding advantages of a big, torquey thumper, without the need to master a complicated starting drill.

The on-paper appraisal was right—as far as it went. The Ascot lets you forget everything you once had to know about tickling carbs, monkeying with compression releases and steeling yourself for the stiff-leg approach to single-starting. It's the pleasure without the pain.

But for all its easy-start capabilities, the FT is not the complete thumper sport machine. Instead, it's an ideal sport trainer, an accessible single that doesn't require current membership in a thumper marque club to reap the benefits. *—Larry Works*

CYCLE GUIDE SPECIFICATIONS

Honda FT500 Ascot — street

IMPORTER: American Honda Motor Company, 100 West Alondra Boulevard, Gardena, California 90247

SUGGESTED RETAIL PRICE: $2198

ENGINE

Type ..... four-stroke vertical single
Valve arrangement ..... single overhead camshaft, four valves per cylinder
Bore and stroke ..... 89.0mm x 80.0mm
Displacement 497.7cc
Compression ratio 8.6:1
Carburetion ..... one 35mm Keihin constant-vacuum with accelerator pump
Air filter ..... disposable paper element
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... magneto CDI
Charging system ..... 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive ..... straight-cut gears; 2.379:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #530 chain (5/8-in. pitch, 3/8-in. width); 2.800:1 (42/15) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.462	16.402	4.7
II	1.647	10.972	7.0
III	1.250	8.328	9.3
IV	1.000	6.662	11.6
V	0.840	5.596	13.8

SUSPENSION/WHEEL TRAVEL

Front ..... air-spring, 37mm stanchion tube diameter/ 6.1 in. (155mm)
Rear ..... 5-way adjustable spring preload/ 4.6 in. (117mm)

BRAKES

Front ..... single-action hydraulic caliper, 11.7-in. (296mm) disc
Rear ..... single-action hydraulic caliper, 10.9-in. (276mm) disc

TIRES

Front ..... 3.50S19 Yokohama Y-994 tubeless
Rear ..... 4.25S18 Yokohama Y-993 tubeless

DIMENSIONS AND CAPACITIES

Weight ..... 360 lbs. (163kg)
Weight distribution ..... 43.2% front, 56.8% rear
Gross vehicle weight rating (GVWR) ..... 725 lbs. (329kg)
Wheelbase ..... 56.1 to 57.3 in. (1425 to 1455mm)
Seat height ..... 31.5 in. (799mm)
Handlebar width ..... 29.2 in. (742mm)
Footpeg height ..... 13.5 in. (344mm)
Ground clearance .... 6.8 in. (173mm), at engine oil sump
Steering head angle ..... 29.0 degrees from vertical
Front wheel trail ..... 4.72 in. (120mm)
Frame ..... tubular mild steel, single front downtube
Oil capacity ..... 2.5 qt. (2.4*l*)
Fuel tank ..... steel, 3.6 gal. (13.5*l*), including 0.9 gal. (3.5*l*) reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero, tachometer

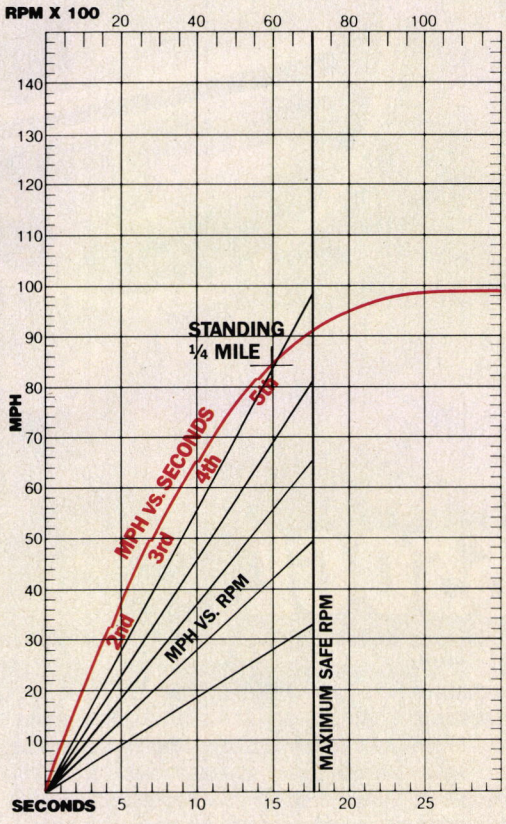
PERFORMANCE

Fuel consumption ..... 47 to 54 mpg (20 to 23km/*l*)
Average fuel consumption ..... 49 mpg (21km/*l*)
Range, maximum ..... 169 to 194 miles (272 to 312km)
Range, reserve only ..... 42 to 49 miles (68 to 79km)
Speedometer error, 30 mph indicated ..... 30 mph actual
Speedometer error, 55 mph indicated ..... 56 mph actual
Best 1/4-mile acceleration ..... 14.915 sec., 83.72 mph (135 kph)
Top speed (calculated) ..... 97 mph (156 kph)
Stopping distance from 30 mph ..... 32 ft. (10m)
Stopping distance from 60 mph ..... 146 ft. (45m)

WARRANTY: 6 months unlimited mileage

AVAILABLE COLORS: Monza Red or black

All weights and measurements are taken with machine unladen and fuel tank empty



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GS-650GL

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Consider the powerful DOHC 4-stroke Twin Dome Combustion Chamber engine with Suzuki shaft drive. And a suspension that includes leading axle front air forks and a tapered roller bearing suspended swing arm.

Now, consider the extra touches: Like new instrumentation, raised white letter tires, fingertip choke lever, plus Suzuki's endless list of standard features.

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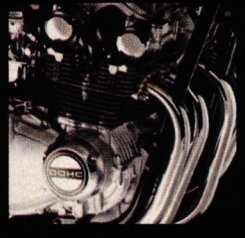
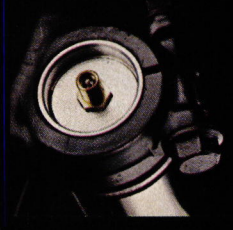
Twin Dome Combustion Chamber engine: Built for incredible performance and impressive fuel efficiency.



Suzuki shaft drive: Without a doubt the smoothest, most lash-free shaft drive available.

Front air forks: Provide better handling and ride under all conditions.



UNLIMITED 12 MONTHS MILEAGE

You can't get a better warranty from any other motorcycle company. But then you can't get a better streetbike than a Suzuki. Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki GS, GN Model "Limited Warranty Policy" at Suzuki dealerships. A similar warranty is offered in Canada.

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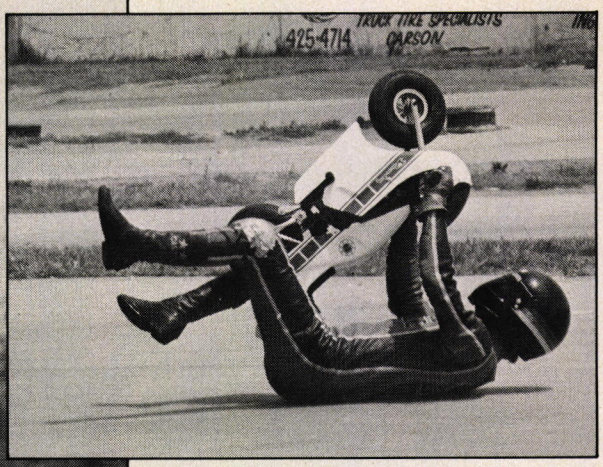


Crashing is as casual as cornering

"My life passed slowly before me."

TRACK TEST:

Dandy MR30

When the flag drops, the snickering stops.

DANDY MR30

Importer: Ken Dee Distributing Company
16011 Dalton Avenue
Gardena, California 90247

Category	roadrace
Suggested retail price	$599.95
Engine type	two-stroke single
Displacement	30.5cc
Carburetion	12mm Mikuni slide/needle
Gearbox	one-speed, centrifugal clutch
Front fork/wheel travel	yes/no
Rear shocks/wheel travel	no/no
Wheelbase	25.6 in. (650mm)
Weight	32 lbs. (15kg)
Top speed (calculated)	35 mph
Top speed (observed)	Not quite eye-watering
Fuel consumption (approximate)	1.8 liter/hr.
Available colors	white, red, yellow

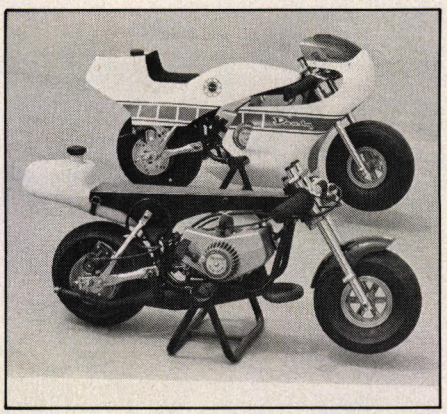
• The MR30 engine was working hard in first—which is also top—gear. And I was hunched over the tank and fairing, aproaching the dogleg left-hander on the front straight with apprehension. After all, the 30.5cc engine was, by now, fully extended and 1.98 horsepower kicked wildly at the rear wheel. The pocketbike and I were nearing top speed of 35 mph. Even so, my race-seasoned vision remained sharp and focused.

Suddenly the bike twitched beneath me. The hump in the pavement, barely visible from trackside, put the Dandy MR30 into a horrendous low-speed wobble. I lost the line through the dogleg and headed out of control for the dirt. *Oh, no, out of control; can't stop, no front brake, sideways. Crash, boom, slide—ground, sky, ground, sky, ground, sky—stop.* I saw my life pass in front of me; in slow motion.

Then the dust settled and all was quiet. Except for David Dewhurst, who at trackside, where he had positioned himself to take pictures, was laughing loudly. I lay face up, viewing the sky through the dust that the MR30 and I had, only moments before, scattered. I turned to look at Dewhurst. He was on his back, too—laughing. "Gingerelli, Gingerelli," was all he could manage between guffaws. Then he would laugh some more. Gingerelli, Gingerelli, all I heard was Gingerelli—and laughing.

Such was the chain of events for one of my crashes, er roll-overs, during the Dandy MR30 test session at Ascot Grand Prix. Crashing, you understand, is a misconception for this bike. You actually roll off a pocketracer and slide merrily to a stop. Then laugh about it. It's about as hazardous as bending over to tie your shoelaces, losing your balance in the process.

I crashed, er, rolled often because I tried to ride the pocketbike like a regular motorcycle. You don't do that, as I slowly learned, because the MR30 behaves differently and feels like a toy. It steers quickly, and if you lean it over too far too suddenly, the tiny ribbed tires slip out from under you. Life for an MR30 is all fun and games. Ditto for the rider.



Dandy little racers: stripped and striped

Just add gas, and enjoy the fun.

Essentially, a pocketbike is a downsized minibike. The single-cylinder two-stroke engine is positioned in a double-cradle frame that has no suspension. The single-speed transmission has a centrifugal clutch, so all you do is twist the right throttle grip and go. A 12mm Mikuni slide/needle carburetor feeds through a case-induction reed valve to produce the brutish 1.98 horsepower at 8500 rpm.

But don't be fooled by these micro figures. The MR30 is a real racebike. Those doughnut-sized tires have a recommended pressure of 40 to 50 psi, and the fiberglass body and fairing give the pocket racer a genuine TZ appearance. There's even a mechanically actuated rear disc brake.

Ken Dee Distributing, importer for the Dandy racer, offers several performance options, too. There's a hydraulic clutch and an expansion chamber available for the engine, as well as race-compound Bridgestone tires and a fiberglass front fender. Standard colors for all Dandy pocketbikes are white, red or yellow.

Also standard is the fun you'll have. For once you've mastered the art of pocketbike racing, you'll be able to go knees-out around any pocket track. Just don't let people like Dewhurst get too close to the racing. They just don't seem to understand true talent.

—Dain Gingerelli

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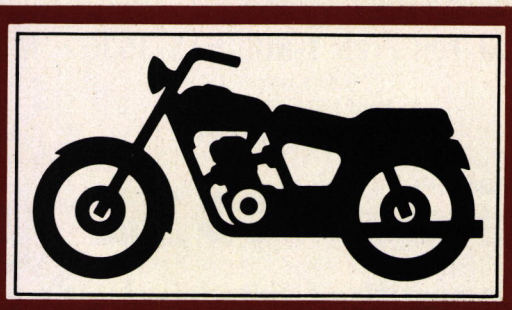

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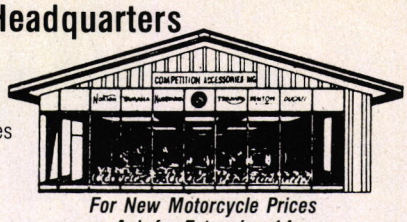

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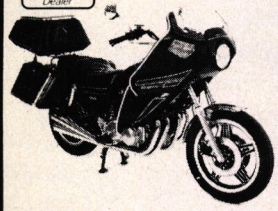

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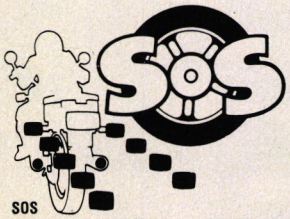

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TRAIL TEST:

Yamaha IT175J

Born again for the racing weekender and the weekend racer.

BY RON LAWSON

Some riders are going to call the Yamaha IT175J a compromise. And in many ways, they're going to be right. Because the IT has been designed-for and aimed-at two different groups of riders who prefer two different types of riding. But if you believe that "compromise" means the Yamaha forces either of its prospective buyers to surrender performance, then the label doesn't fit quite as well as you might expect.

On one side of the IT's intended realm is the traditional 175 buyer, the weekender who rides for fun, not to wow the world with dazzling speed and daredevil antics. A 175 is the ideal size for the average weekender, powerful enough to get him into trouble but light enough to get him out. And its price doesn't force a full-time dirtbike commitment.

The IT's second target is a different breed of 175 rider—the serious enduro competitor. Agility can win races as easily as brute force, and in enduros, 175s are no longer uncommon as overall winners.

But both factions will doubt the IT's ability to please all. Weekenders will conjure visions of step-ladder seat heights and racers will remember the sticky-sweet taste that last

Continued

year's exceptionally unexceptional IT left behind. But this year's 175 not only breaks from the image left by the '81 IT, it parts company with the theories behind *all* 175s.

The engine, for example, has a mix of small- and big-bore traits. Even though its overall power output is pure 175-league, the way it delivers that power isn't. The Yamaha is a torquer, not a screamer. It pulls from the bottom like a 250, goes through a typical 175-class midrange, then peaks with the horsepower of a strong 125.

Last year's IT achieved true infamy for its lack of low-end power, so Yamaha went all-out to correct the problem. The intake port was the target of one of the biggest changes. It has a new shape and is so much wider it needs two bridges instead of one. The transfer ports also have been changed. Their bottom edges actually are below the top of the piston at Bottom Dead Center. Yamaha claims this is for better scavenging during the transfer cycle.

Yamaha's port changes work with a redesigned pipe and the addition of the Yamaha Energy Induction System (a canister designed to damp gas-flow pulsations in the intake manifold) to give the 175 big-bore low-end. But a price must be paid when it's time to make up ground in an enduro. Speed demands rpm, and in the high-rev range the IT runs out of punch. The machine vibrates and feels slow, and its bottom-end chugability can offer no help. But click the IT back a notch to a less frantic pace, where it can take advantage of its relatively heavy flywheel and basement power, and the bike will change faces, becoming an easy and fun machine to ride. Its easy-shift six-speed gearbox has much closer ratios than last year's IT, so it's easy to pick the rpm level you feel most comfortable with at any speed.

But while the IT's power characteristics shy away from high-speed riding, its handling manners are the exact opposite. Again, Yamaha has endowed the IT-J with some very un-175-like traits. Stability, for one. The IT has none of the twitchy handling habits that distinguish most small enduro bikes. When flying up rocky hills or along broad trails, it's easy for the rider to develop a rhythm. But that rhythm easily can be broken by unexpected hairpins or suddenly narrowing trails. In tight turns, the Yamaha steers rather slowly. It isn't a major defect or any reason to leave the machine on the trail and walk home, but aiming the IT down a low-speed path does require more concentration than a 216-pound bike should need. Still, the machine feels light, so small and large riders alike should be able to handle it with little difficulty.

Charting the Changes

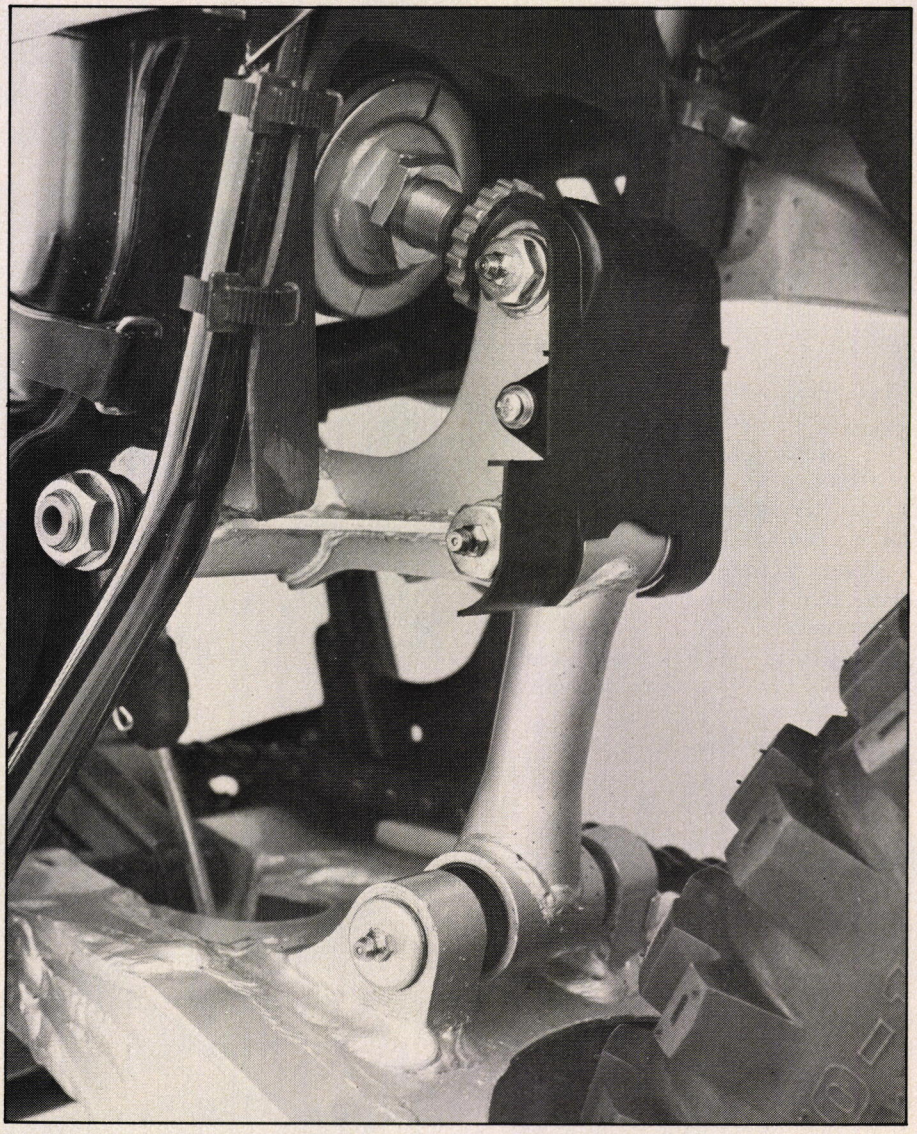
Engine: The 1982 IT175's porting has been altered to give the machine more low-end power than last year's model. The intake port is wider and has two bridges to put less stress on the piston's skirt, and the bottom edges of the transfer ports are slightly below the top of the piston at BDC. The pipe also has been redesigned to give the machine more low-end power. The Yamaha Energy Induction System canister has been added, and a standard 34mm Mikuni replaces last year's power jet carburetor.

Yamaha has made the ratios of the gearbox more closely spaced. First and second are higher (numerically lower), third is the same, and fourth, fifth and sixth are lower (numerically higher).

Suspension: Fork stanchion tube diameter has increased from 36mm to 38mm, and travel has increased by approximately 20mm. A Teflon sliding surface is used in the fork for less friction.

The rear suspension now is rising-rate, using the same linkage between the swingarm and the shock as the YZ100. The shock itself is shorter and lighter.

Details: Removable bars under the engine replace last year's skid plate. The airbox has been redesigned for side-access to the filter, and filter maintenance no longer requires the use of tools. A new quick-change throttle uses a slider rather than a pulley or gears to route the cable parallel to the handlebar. Numberplates are rectangular and larger than on last year's IT175, and the seat and tank allow the rider to move farther forward.



Yamaha's new Monocross design gives the IT175J rising-rate rear suspension

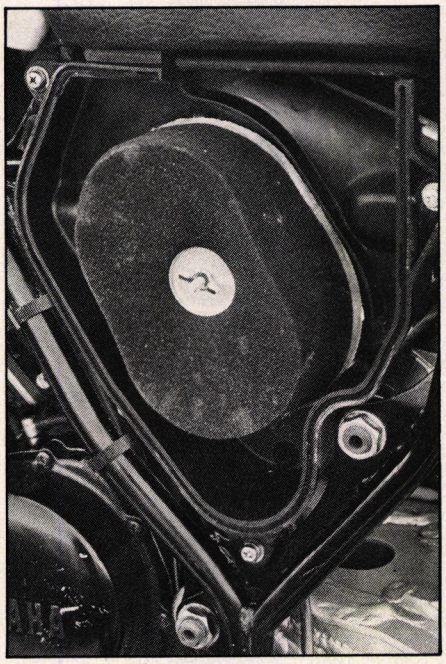
Linking progressive ideas to the small-bore enduro class.

The IT175J rides the tightrope between the serious racer and the weekend fun rider

Enduro racing and play riding's smallest common denominator.

In fact, in many situations the Yamaha is configured more for small riders than for the bigger crowd. This is mainly because of the machine's bar/peg/seat relationship, which is tight. And the seat, sub-six-footers will be happy to know, doesn't require a running jump to be straddled. Yamaha designed the IT low enough not to penalize riders for having the short-sightedness to be born with stubby legs.

Even the machine's slow-handling tendencies are less noticeable for small riders. The rear suspension sags too much for enduro pilots who weigh more than 150 pounds, effectively increasing the bike's fork angle. Light riders still will feel the machine is a slow turner, but not to the same degree a heavy rider will. This is the only bike in Yamaha's enduro lineup to have the new progressive Monocross suspension this year, and the first inches of travel are very soft. The IT's shock and linkage are shared with the YZ100, and, surprisingly, the spring has the stiffest rate of any in Yamaha's line. The high leverage ratio, however, produces one of the lightest final wheel rates. But while the soft springing can cause trouble in turns, it works quite well over the rough stuff. The Monocross suspension feels compliant to a wide variety of riders, light *and* heavy. The IT bottoms easily, but it doesn't bottom harshly. And bottoming never causes the machine to lose any of its stability nor creates any other handling problem. Even when the bike lands flat-footed on both wheels with little forward motion—the kind of landing that usually breaks things—the IT simply hits bottom and notifies the rider with a gentle thump, much the same way it feels over smaller whoops. This is the result of a well-thought-out combination of damping and wheel-rate progression. And optional springs are available from Yamaha so you can stiffen or soften the rear end to your liking.



Air-cleaner access requires no tools

For a fast filter fix.

The front fork is changed this year, too. Instead of using the 36mm units found on last year's IT, the IT175 has a fork similar to the YZ125's. Travel is less than on the YZ but more than on the '81 IT. The stanchion tube diameter is 2mm larger, and the new fork uses a Teflon sliding surface for less friction. On the trail, the changes prove worthy. The IT's fork is one of the smoothest in the business. Like the rear end, it's sprung for the light rider but is easily ridable by riders of all weights. And as with the rear, Yamaha offers optional springs to make different riders feel more at home with the IT's fork.

But any rider, short, tall, heavy or light, is going to make a frightening discovery when he comes to his first steep downhill on the IT. The Yamaha can be a handful on descents, mostly because of its touchy rear brake. On flat ground, the brake feels strong. But on serious downhills—especially ones with little traction—the rear stopper is far too sensitive. It locks up too easily, giving the rider very little control. The rear wheel then chatters and skids down hills, often letting the bike pick up speed rather than scrubbing it off. The

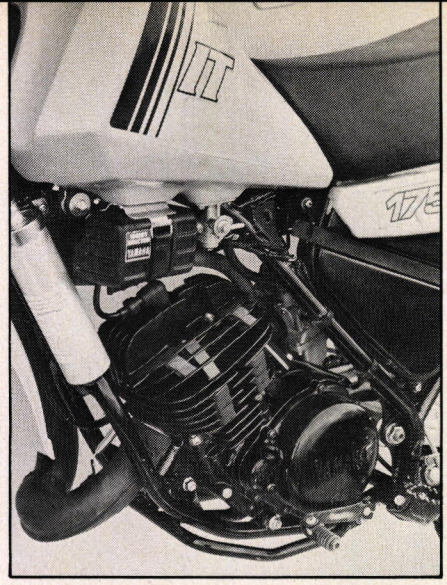
Continued

COMPARATIVE TEST DATA:

Make & Model	Wheel Travel Front/Rear, in.	Weight (fuel tank empty), lb.	Weight bias Front/ Rear, percent	Steering head angle/ Trail, degrees/inches	Transmission, number of speeds
Yamaha IT175–'82	10.2/11.2	216	47.0/53.0	28.5/4.9	6
Honda XR200–'81	9.0/10.2	228	45.2/54.8	28.4/4.9	6
Kawasaki KDX175–'81	9.6/9.8	222	46.4/53.6	28.0/4.7	6
Husqvarna 250WR–'82	10.6/10.7	236	45.0/55.0	30.0/6.0	6
Kawasaki KDX250–'81	9.9/11.0	248	46.4/53.6	28.0/4.7	6
Yamaha IT250–'82	9.5/11.8	239	45.6/54.4	29.0/5.0	6

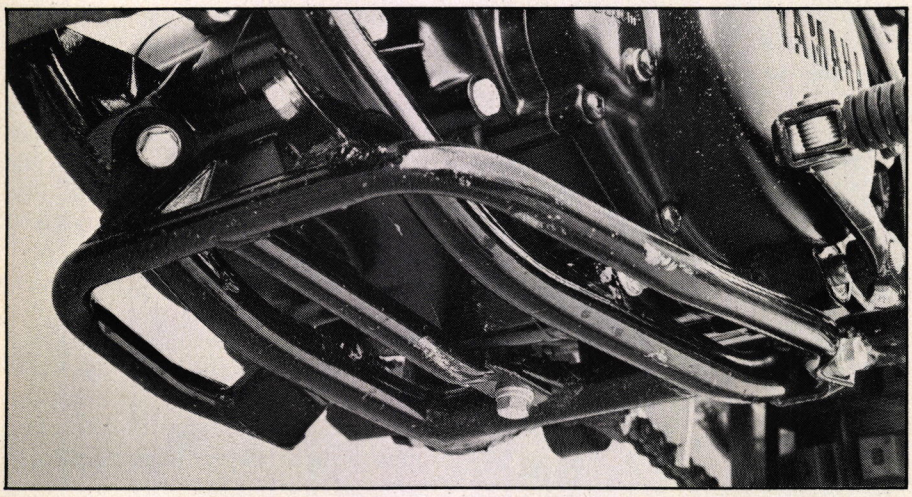
Yamaha's Energy Induction System

MX technology takes to the woods.



The IT has big-motor manners

Wrapped in a small-bike package.



Removable IT engine bars perform the duty of last year's skidplate

Non-mud-collecting way to defend against case-breaking rock attack.

front brake is much better, although it still requires a more delicate touch than most.

One reason for the rear brake's chatter-and-lock habits can be found in the way the brake's backing plate is secured. Instead of using a full-floating design with an arm connecting to the frame, as on most dirt machines, the brake mounts to a lug on the swingarm. This is a trade-off to allow easy rear-wheel removal on the trail, a procedure that is fast and simple. First loosen the axle nut about two turns, then disconnect the brake rod (this consists of pushing on a spring and pulling the rod up—a one-second job), hang the rod on the hook that Yamaha conveniently provides, spin the chain off the sprocket and yank the wheel off. The two pins that prevent the axle from sliding all the way out are federally required, and most enduro riders remove them before even starting the bike.

Other features help make enduro life with the IT easy and successful; things like the tool pouch behind the seat. It's just large enough to carry a spare tube and some tire irons, although when it's full it can be annoying to riders who like to get *way* back on the seat in rough territory. Other details, like the selection of tires, are first-rate. The stock IRCs not only provide solid traction over a wide variety of terrain but are slow to wear.

Most riders felt less enthusiastic about the gas cap, which dribbled premix throughout the test. It's a small complaint, but you can't stop in the middle of an enduro to mop up the mess on the tank and all over your pants.

And the IT is going to be in a lot of enduros. It's also going to spend some time playing in the hills. That doesn't mean the IT can perform both tasks flawlessly. Like most riders, the IT sits somewhere between the hills of home and the start line of an enduro. Perhaps that makes the machine a compromise. But even though the IT makes trade-offs, chances are the IT rider won't feel like he has given that much up. Instead, he's likely to feel as though he has gotten something extra. ●

Ride Review

• This latest IT175 is so much more competent than its predecessors that there is no point in comparing the old with the new. Suffice it to say that the '82 model is the first IT175 that I'd even consider riding in a serious enduro.

Indeed, I might consider it, but in all probability I don't think I would actually do it. Because even though Yamaha has finally responded to the complaints that many riders have lodged against previous IT175s, even though the new bike has much-needed improvements such as more/better suspension, increased ground clearance, quicker steering and more low-end grunt, it still doesn't fit me. See, fundamentally, the IT is, and always has been, an overbored YZ125 motocrosser with enduro fitments, thus it has retained the ergonomics that were tailored for your basic 5-foot-7, 135-pound moto-kid. And I don't even come close to those specifications. Consequently, when I ride an IT175, I feel (and probably look) like the proverbial monkey gaining carnal knowledge of the proverbial football. And once I get a little bit tired, those cramped quarters discourage me from standing up or sitting forward as often as I should. So until either I shrink or it grows, the IT175 won't be finding its way into my heart—or my garage. *—Paul Dean*

• Serious Enduro Guys always have had a field day making easy fun of the IT175. Since it lacked the suspension, ground clearance and engine performance to make it truly competitive, to them the IT175 was nothing more than a nice little trailbike with numberplates. They'd give it a condescending pat on the front knobby, chuckle something about family enduros and move onto something more hairy-chested.

But, try as they might, those Serious Enduro Guys can't produce even a snicker about the new IT. Oh, the seat/handlebar/peg relationship is a little cramped, more suited to a smaller rider, but who ever said that Serious Enduro Guys have to have 36-inch inseams? And the rear suspension, too, is set up for someone in the 145-pound weight class, but since when do Serious Enduro Guys have a minimum avoirdupois?

What's keeping all that Serious Enduro Guy laughter unlaughed is the IT175's newfound competence. More suspension, as well as a torque curve simply not found on previous IT175s, has got them absolutely deadpan, as a matter of fact. Which is a shame, from where I sit. Because despite being suddenly at home in a national enduro, the IT175 is still one of the best grin-makers on a non-serious trail that you're likely to find. *—Larry Works*

CYCLE GUIDE SPECIFICATIONS

Yamaha IT175J — enduro

IMPORTER: Yamaha Motor Corporation USA, 6555 Katella Avenue, Cypress, California 90630

SUGGESTED RETAIL PRICE: $1599

ENGINE

Type ..... two-stroke vertical single
Port arrangement ..... one reed-valve-controlled intake, four main transfers, one booster transfer, one exhaust
Bore and stroke ..... 66.0mm x 50.0mm
Displacement 171.1cc
Compression ratio (corrected) 7.7:1
Carburetion ..... one 34mm Mikuni slide/needle
Air filter ..... washable oiled two-stage foam element
Lubrication ..... pre-mixed fuel and oil
Starting system ..... primary kick
Ignition ..... flywheel-magneto CDI
Charging system ..... none; direct AC lighting

DRIVETRAIN

Primary drive ..... helical gears; 3.059:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #520 chain (5/8-in. pitch, 1/4-in. width); 3.667:1 (44/12) ratio

Gear	Internal gear ratio	Overall gear ratio	MPH per 1000 RPM
I	2.750	30.843	2.5
II	1.857	20.829	3.7
III	1.500	16.824	4.5
IV	1.250	14.020	5.4
V	1.105	12.396	6.2
VI	0.905	10.148	7.5

SUSPENSION/WHEEL TRAVEL

Front ..... air-spring, 38mm stanchion tube diameter/10.2 in. (260mm)
Rear ..... Monocross, 20mm spring preload adjustment, 35-way adjustable rebound damping/11.2 in. (285mm)

BRAKES

Front ..... drum, single-leading shoe
Rear ..... drum, single-leading shoe, rod-operated

TIRES

Front ..... 3.00 x 21 IRC Motocross Z Mark III
Rear ..... 110/90-18 61M IRC Motocross Z Mark II

DIMENSIONS AND CAPACITIES

Weight ..... 216 lbs. (98kg)
Weight distribution ..... 46.9% front, 53.1% rear
Wheelbase ..... 56.4 to 57.4 in. (1433 to 1458mm)
Seat height ..... 35.8 in. (909mm)
Handlebar width ..... 31.7 in. (805mm)
Footpeg height ..... 15.8 in. (401mm)
Ground clearance ..... 13.0 in. (330mm), at engine cradle
Steering head angle ..... 28.5 degrees from vertical
Front wheel trail ..... 4.92 in. (125mm)
Frame ..... tubular chromoly steel, single front downtube
Fuel tank ..... plastic, 3.2 gal. (12.0*l*), including .4 gal. (1.5*l*) reserve
Instrumentation ..... tripmeter resettable in tenths

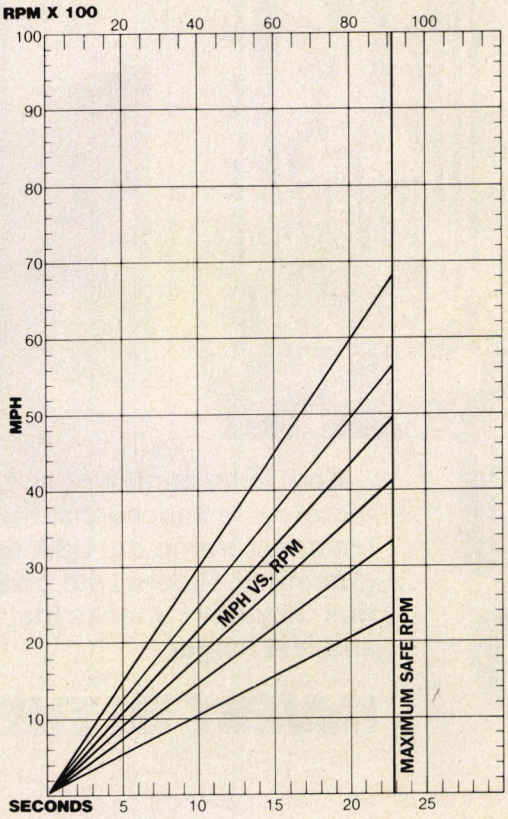
PERFORMANCE

Top speed (observed) ..... 68 mph (109 kph)

WARRANTY: 90 days

AVAILABLE COLOR: blue only

All weights and measurements are taken with machine unladen and fuel tank empty



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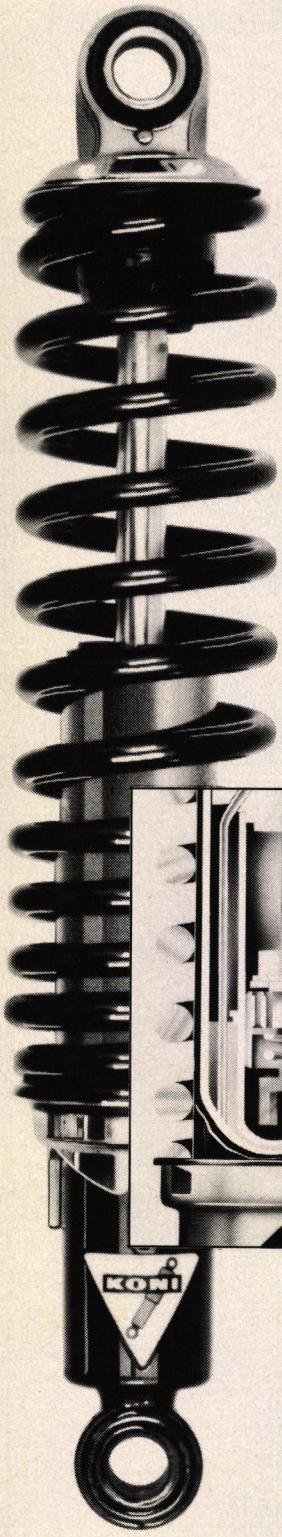

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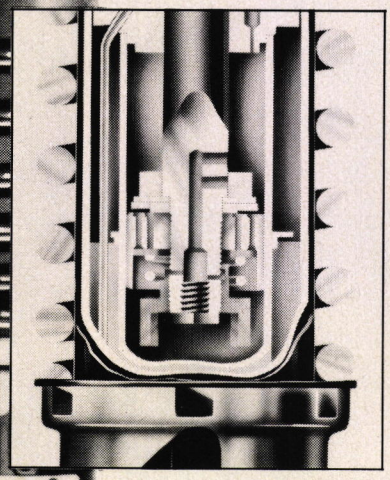
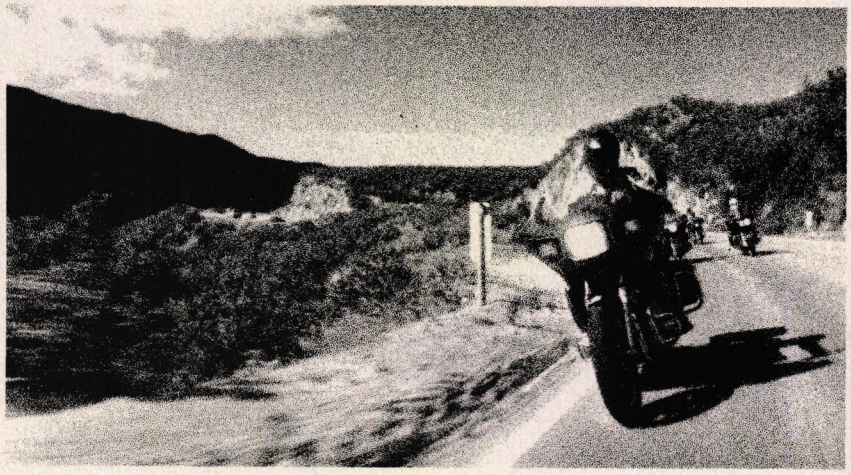
But don't take our word for it. Ask a shock dealer to let you examine a Koni shock. Look at it. Hold it. See how precisely it is made . . . the strong, even welding. Notice that all critical components are machined from solid stock. All valve springs are Swedish music wire. You know you are looking at quality. Indefinable? Yes. But obvious for people who appreciate the best.





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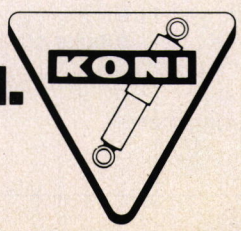

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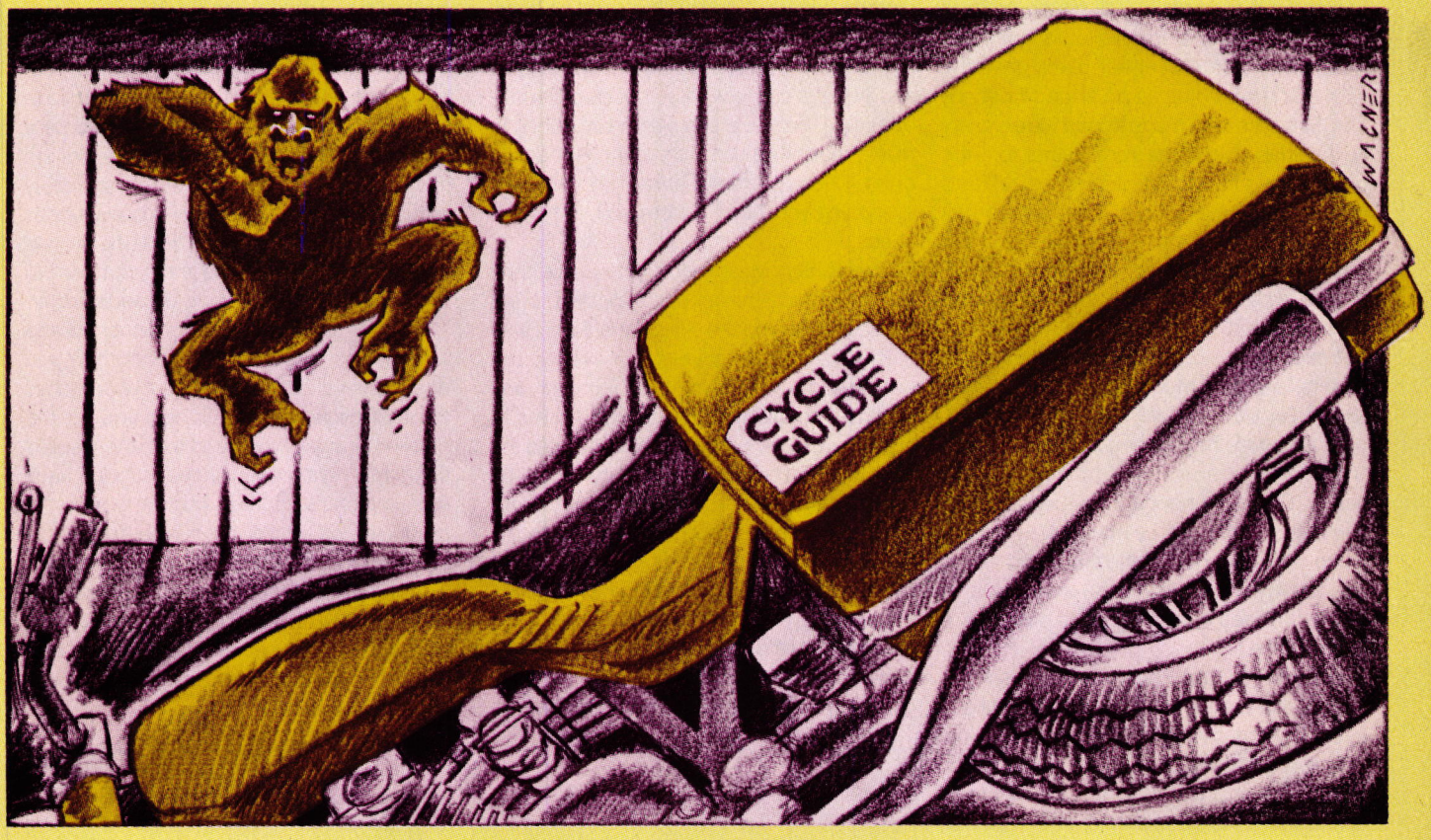
Cycle Guide's

SPECIAL EDITION

SADDLEBAGS



Hard and soft facts on the aftermarket ways to take it with you.

Continued

Saddlebags and travel trunks can make a motorcycle infinitely more versatile and convenient, but bolting up the wrong system can be a costly mistake. So, if you're thinking about adding travel luggage to your bike, spend some time perusing this Special Edition—it's designed for you.

Just like any other accessory, saddlebags should be evaluated carefully before any purchase is made. Matching your specific needs to a set of bags or to an entire luggage system—and then to your motorcycle—is critical to your satisfaction with the final setup. Some of the things to look for are obvious, but some aren't, and everything should be checked before any money changes hands. Among the important aspects of saddlebag systems to take into account are:

Materials: Hard-shell bags generally are constructed of acrylics, ABS plastic or fiberglass. Many colors are available, but most hard cases come in either black or white, with color-matching as an added-cost option. Soft cases are made from a wider variety of materials, everything from leather to nylon or vinyl, and in enough different sizes and shapes to fit every need from day-to-day commuting to extensive camping trips. Soft cases generally are lighter and easily removed, with no permanent mounting hardware attached to the bike.

Volume: How much carrying space do you require, and how much does the saddlebag allow? For example, will the bag accommodate a full-face helmet or a bulky riding suit? But just as important as having enough space is to avoid having too much. Too little carrying capacity can be annoying when you go to pack the necessities, but too much space—when you use it all—can result in compromised handling, especially on a smaller bike.

Maximum Weight Capacity: In many respects, this is a judgment call for the motorcyclist. Many manufacturers provide no weight recommendation at all, while others, for reasons of product liability, are extremely conservative. As an example, one hard-bag system is rated to carry no more than 10 pounds per bag, even though the system appears safely able to carry twice that amount. You're on shaky ground if you deliberately overload a saddlebag, and you should remember that overload strain won't necessarily show up in the bag itself but perhaps in its mounting hardware or the parts of the motorcycle to which that hardware attaches.

Handling Influences: Depending on its design and intended use, a saddlebag system's effect on motorcycle handling can range anywhere from barely perceptible to a major concern. The two main considerations are bracketry and leverage. Basically, if a saddlebag's brackets can't hold the bags rigidly in place, the shifting weight will affect vehicle stability to some degree. Further, if a majority of the cargo's weight falls behind the motorcycle's rear axle, the bike's steering will be adversely affected. And the farther behind the axle the weight is loaded, the more pronounced the effect. Ideally, saddlebags should mount as close to the bike's flanks as possible to minimize their influence. In some instances, adding a full saddlebag/travel trunk system will require new shocks calibrated for the additional load.

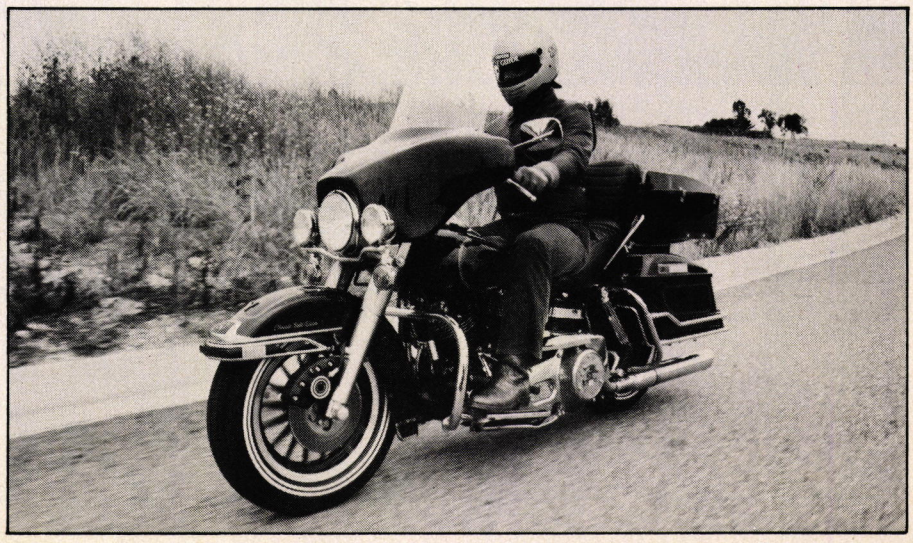
Mounting and Bracketry: Hard-shell cases can be had in both fixed systems and in removable types that are locked into place on the motorcycle, so figure out what best suits you. Another consideration is whether or not the turnsignals will have to be moved. Some systems require it, and while relocating directionals isn't complex, it can be a nuisance if the necessary brackets aren't included. Most saddlebags come with all the appropriate mounting hardware and clear instructions to make mounting the bags easy. But some don't. Check to make sure that you'll get everything you need—before you write your check.

Accessibility: Most motorcycles have their major electrical components located under the seat or behind the sidecovers. Some saddlebags and travel trunks can overlap the seat and covers, making their removal—and electrical troubleshooting—difficult. Access to electrical bits, as well as to shocks and to the final drive, is a consideration for the would-be bagger. Also, check to see if access to your bike's helmet holder will be obstructed by the saddlebag you're interested in. It seems like a small matter, until you find that your choice of bag isn't big enough to hold a helmet.

Weatherproofing: There is seemingly no direct relationship between the price of a saddlebag system and the ability of the bags to keep their contents dry. Generally, though, the best weatherproofing in hard-bag systems results when a thick, wide rubber gasket and matching gutter are mated along all sealing surfaces. The saddlebag material itself also must have sufficient rigidity to avoid distortion when the bag is loaded and latched; otherwise, gaps in the seal will result. With soft bags, perfect weatherproofing tends to be more of a concern. Moisture problems can be minimized by first wrapping the contents in plastic bags before packing, and by using soft cases whose zippers are protected by overlapping flaps.

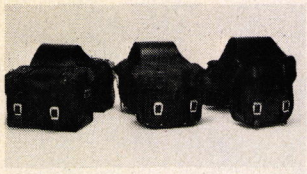
Liners and Covers: Not every manufacturer offers these options, but both have distinct advantages for the saddlebag user. A saddlebag or travel trunk liner allows you to take everything neatly out of the bag, while the system remains in place on the bike. Liners also offer additional protection from water and dirt. Covers also protect the bags' contents, but unlike liners, covers protect the saddlebags themselves. Covers should be a tight fit over the top, bottom and sides of the saddlebag, and should fasten securely around the bag, typically with a heavy elastic band. A good cover not only will keep the bag and its trim free from road grime, but also will protect it from paint-dulling ultraviolet rays.

Most of these items are obvious, but the wide choice of saddlebags confronting you also means a variety of different approaches to motorcycle luggage. To help you get the detailed answers you need to make a selection that's right for you, we've included each manufacturer's address. And remember, the products displayed on the next few pages are generally top-flight offerings from companies which also make smaller, more affordable units to fit a wide range of motorcycles. If you don't find something here that suits you, ask. The bag that's right for you is out there. Now, just turn the pages.



© 1982 SCOTT HEIDBRINK

SPECIAL EDITION: SADDLEBAGS



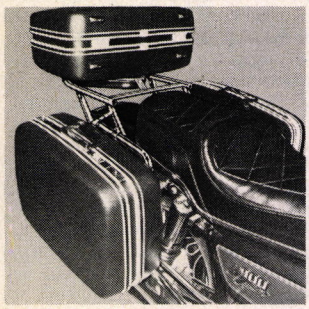
Ace Leather
39 Wells
Palo Alto, California 94301
(415) 323-3317
Price: Large Saddlebags
$162 pr
Medium Saddlebags
$137 pr
Steamer Trunk Bags
$184

These saddlebags are made of American leather and hardware, with nylon stitching throughout. They are available with nickel-silver trim at additional cost.

The dimensions of the Steamer Trunk bag are: 14″L, 10″H, 7½″W. The top is secured by four buckles. Also, there are four D-rings on the top flap for securing extra gear.

Ace Leather's Large Deluxe Saddlebags are expandable. Each bag, when unladen, effectively can be flattened. It measures 13″L, 7″W, 11″H.

The Medium Deluxe Saddlebag is designed for everyday use and short trips. It measures: 12″L, 11″H, 5″W.

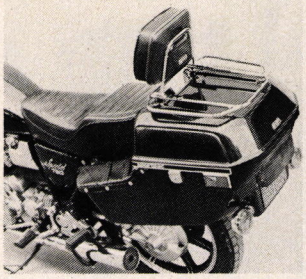


Amco
7425 Fulton Ave.
North Hollywood, California 91605
(800) 423-2353
(213) 875-2470
Price: Saddlebags $230 pr
Travel Trunk $135

Amco uses a unique mounting system for their Samsonite saddlebags, a system that allows security on the bike, plus easy detachability. Known as TriBar mounting, Amco's system is based on a luggage rack with a pair of triangular subframes reaching down along each side of the bike. This allows the use of two saddlebags and a single, large travel trunk. The trunk is available in two sizes: Large—19¾″L, 14¾″W, 12″H; standard—9¾″L, 12¾″W, 10″H.

(The dimensions for the standard travel trunk are the same as those of the saddlebags.)

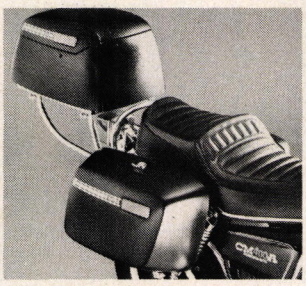
The entire system is keyed around the Amco Mk III luggage rack, which retails for $69.95. To use saddlebags requires Amco's tubular, triangular sidemount, which costs $70 per pair. These mount to the sides of the rack. All cases are supplied with nylon weather covers, and on some bikes require turnsignal relocation. Amco kits to mount Samsonite luggage on medium-displacement motorcycles also are available.



Anton Touring Equip, Inc.
Pier 5 North
San Francisco, California 94111
(415) 398-2630
Price: $288.50 (approximate)

The Anton Sportpac touring trunk consolidates saddlebags and travel trunk into a single 4800-cubic-inch module. This concept yields several benefits, among them a lower center of gravity, as well as favorable aerodynamics. Also, this system results in a net weight gain of just 14 pounds.

The Sportpac comes standard with an extra-large tail and brakelight, dual-filament turnsignals that double as running lights and side reflectors. Made of fiberglass and available in black, white or primer, the one-piece wraparound trunk also has a finished interior with interior dividers. Options include an adjustable backrest, locking top trays and side marker lamps.



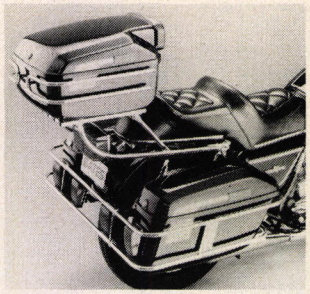
Bates Industries, Inc.
636 W. 16th St.
Long Beach, California 90801
(213) 435-6551
Price: Saddlebags $115 pr
Executive Trunk $79.95
2300 Series Trunk $135

The Bates Executive saddlebags are constructed of ABS and are designed to fit closely along the sides of the bike.

Also, the saddlebag mounts have integrated grab bars for the passenger. The pair of saddlebags weighs 12 pounds. Each unit measures 13″H, 19″L, 7″W (exterior dimensions). A five-pin tumbler lock adds security while weather sealing keeps moisture and dust from penetrating. An interior partition, which is removable, facilitates loading and unloading.

Like the executive saddlebags, the Executive tote box is made of pebble-grain ABS plastic, trimmed with gold accent striping. This unit is large enough to hold most helmets, and features stay-open hinges to simplify access. The tote box attaches to most luggage racks, and because it weighs just seven pounds, is suitable for bikes of moderate weight and displacement. Its external dimensions are 19″L, 15″W, 10¼″H.

The Bates 2300-series trunk is a large-volume cargo hauler. Lid-stays hold the top open when loading, and the trunk is fitted with an integral, two-inch-thick backrest pad. There are several extras available, including custom colors, wrap-around rails and striping, plus a nylon liner bag that has a shoulder strap for carrying.



Bates' 2300-series saddlebags are the company's top-of-the-line. They are made of hand-polished fiberglass and have exterior measurements of 24″L, 10″W, 13½″H, which allows each bag to hold most helmets. They, too, are available with several options, including rear reflectors, integral lights, two types of chromed wrap-around guards, custom colors, striping and liner bags. The 2300-series saddlebags weigh 16 pounds per pair.

Beach's Motorcycle Adventures, Ltd.
2763 West River Parkway
Grand Island, New York 14072
(716) 773-4960
Price: $90 pr

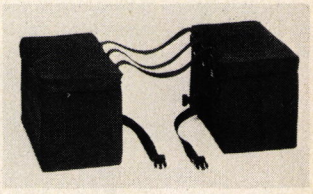
The Beach Bag is designed to eliminate some of the water-penetration problems associated with soft saddlebags. For example, no zipper is used; lid closure is via D-rings. A large rain flap further guards against water, and the Beach Bag is made with a minimal number of seams. Cordura nylon is used in conjunction with a closed-cell foam liner, the liner providing even more protection against water.

Mounting is via nylon straps, D-rings and an over-the-seat flap with Velcro strips. Each bag has one main compartment measuring 14″L, 7″W, 11″H.

The BagMan
P.O. Box 2111, Station A
Champaign, Illinois 61820
(217) 356-1020
Price: $125 pr

Saddlebags from The BagMan are made with two layers of Cordura nylon, sandwiching a 1/4-inch thick layer of Ethafoam. Zippers are covered with external flaps, and seams are sealed with a special anti-wicking thread. Each bag has a volume of almost 1400 cubic inches, enough to accommodate a full-face helmet and jacket. These saddlebags also can be used as luggage; sewn-in carrying handles have leather joiners, and stiffeners maintain the bag's shape when empty.

These bags come standard with removable rain covers and internal bag liners for further protection of contents. The mounting system allows the bags to snap on and off the bike in seconds. Also available from The BagMan are a variety of soft travel trunks, sissybar bags and tank bags.

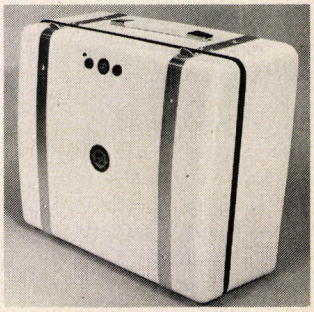


Colamco, Inc.
545 Terrace Dr.
San Dimas, California 91773
(714) 599-8456
(213) 967-3791
Price: $66.50 pr (C 2400)
$91.50 pr (C 2400L)

Colamco's soft saddlebags are made of cordura nylon, and are adjustable to fit any luggage rack or seat. They attach to the motorcycle by strapping either over or under the saddle, so bag straps need not conflict with the passenger's comfort. Quick-release plastic fasteners are used, so the bags can be removed from the bike with minimal effort.

The C 2400L saddlebag system comes fitted with foam-backed lining to provide protection for bag contents. Also, the lined bags have stiffeners to hold the bags' shape, yet the bags still can be collapsed flat when not in use.

Dimensions of both models are 13″L, 8″W, 9″H.



Craven Equipment
Tom Andersen Motorcycle Equipment
1441 W. Demeter
Freeport, Illinois 61032
(815) 235-2747
Price: Golden Arrow
Saddlebags $280 pr
Classic Style $370 pr
Superman Travel Trunk
$110 with lock

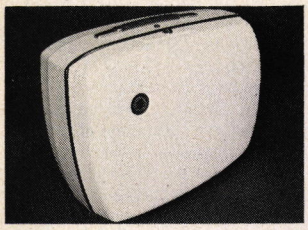
Britain's Craven Equipment has been

Continued

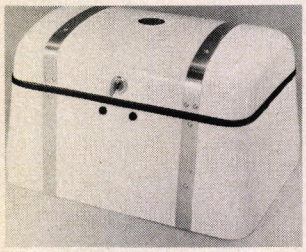
SPECIAL EDITION: SADDLEBAGS

making motorcycle touring accessories for years, and has developed an extensive line of products, just a few of which are shown here.

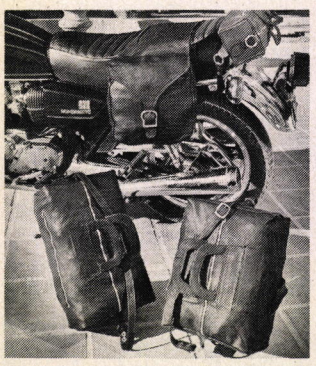
The Golden Arrow saddlebag is made of fiberglass and is available in either black or white. The dimensions are 15¾"L, 6⅞"W, 13⅛"H. Total capacity is 1541 cubic inches per case.



The Classic saddlebag is larger than the Golden Arrow, measuring 19½"L, 8½"W, 13⅞"H. The Golden Arrow's optional high-security pinlock, with 10,000 key combinations, is standard on the Classic. Total capacity of the Classic is 1922 cubic inches.



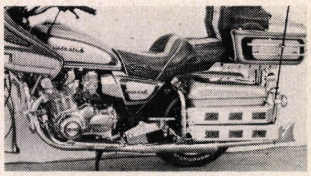
One of the many Craven travel trunks available is the Superman model. This unit has a total capacity of more than 1708 cubic inches. It measures 16½"L, 15⅛"H, 10"W, and costs $90 (a 10-pin lock is optional for $20), the Superman travel trunk is available in black or white only.

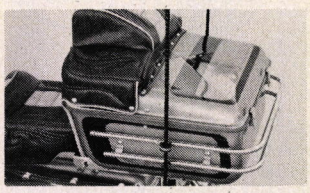


Chapinero Leather
100 Johnston Terrace
Staten Island, New York 10309
(212) 967-2612
Price: Saddlebags $169 pr
Tank/Rack Bag $82
Sissybar Bag $72.50

Chapinero Leather products are made from top-grain cowhide and are double-stitched with nylon thread. All work is done by hand and all seams are trimmed with piping. These products can be ordered in red, blue, brown or black.

The saddlebags measure 12"L, 11½"W, 6"H. The combination tank/rack bag has a movable shoulder strap, as does the sissybar bag. Both also have two separate compartments. The tank/rack bag measures 15"L, 11"W, 8"H. The sissybar bag is 17"L, 10"W, 7"H.





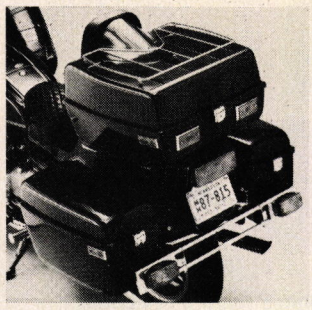
Custom Dressers
2702 S. High Ave.
Oklahoma City, Oklahoma 73129
(405) 672-7564
Price: Complete Touring Package (shown) $1448.08

Custom Dressers manufactures a wide variety of touring products, including back and armrests, various racks, trunks and boxes, and of course saddlebags. The company deals in complete touring packages, as well as individual products. A luggage rack, bag mount, rear crash bar and saddlebags are available for $446.49

Custom Dressers tour boxes range in price from $170.42 to $199.55. They are available in black or white. Color matching is extra.

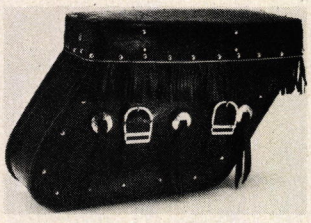
Denfeld
Michael Bondy Associates
P.O. Box 123
Haworth, New Jersey 07641
(201) 385-2552
Price: $386.50-$391.50

Denfeld is a brand name not familiar to most U.S. enthusiasts, but Denfeld motorcycle luggage has been available to European motorcyclists for some time. This hard bag is secured to its mounting rack by a metal lip and is locked in place. Simply key the lock and the Denfeld bag can be lifted from its chromed rack. Waterproofing of the bags is achieved through a tongue-in-groove aluminum design sealed with a foam rubber O-ring. Denfeld motorcycle luggage is not available for all types of motorcycles. However, complete units are made for BMWs, Hondas, and some Yamahas and Kawasakis.



Drag Specialties, Inc.
P.O. Box 9336
Minneapolis, Minnesota 55440
(612) 935-1000
Price: Solo Touring Saddlebags $385 (color $50.65 option)
Travel Trunk Box III $175.95
Travel Trunk Deluxe $163.95
Hustler Saddlebag $359.95 (with brackets)

Drag Specialties has a complete solo touring system including saddlebags, rails, turnsignals and other bits and pieces to fit the Honda Gold Wing. The solo touring saddlebags vary in price from $385.00 to $435.65. Color-coordinated striping kits are supplied.



On the other end of the spectrum is the Hustler leather saddlebag. This bag has a steel inner support, neoprene backing and a PVC insert, all to maintain strength and shape. The mounting brackets for these bags are designed to fit both Harley-Davidson Sportsters and Super Glides. Stock H-D brackets also will work.

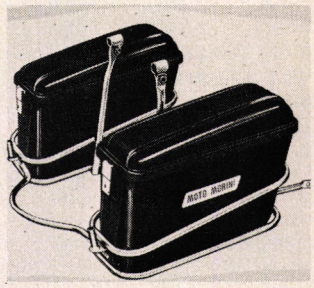
The travel trunk, which is called the Box III, is made of ABS plastic with a high-gloss urethane finish. Other features include a foam lining for the box's bottom half, built-in taillights and a two-inch-thick vinyl backpad. An optional chrome rack is available for $20.45. Dimensions of the Box III are 21"L, 20"W, 14"H.

Drag Specialties also offers a fiberglass travel trunk. The Deluxe model features a locking latch, sealed lid and chrome rails. It measures 23½"L, 26½"W, 12"H.

Eclipse, Inc.
P.O. Box 7370
Ann Arbor, Michigan 48107
(313) 761-1170
Price: $199 pr

Eclipse Saddlepacks are made with 11-ounce, #1000 denier, Cordura nylon, coated with urethane to combat water penetration. Stitching is done with 36/16 cotton-wrapped polyester thread. Interior seams are sewn once, then edge-bound to assure structural integrity. All seams have at least nine stitches per inch and are sewn twice, or are bar-tacked at all critical stress points. YKK nylon coil zippers are used, and the ends of all Eclipse zippers are sewn twice. Inside, the saddlebags offer 3400 cubic inches of volume with three separate compartments. The main compartment has an aluminum stiffener and an internal support frame.

Eclipse offers two options: rain covers ($25) and shoulder straps ($9).



Fabri-Herdan Corporation
Rt. 61
Port Clinton, Pennsylvania 19549
(215) 562-3155
Price: Saddlebags $129.95 pr (hard)
Saddlebags $44.95 pr (soft)

These Italian bags are made to fit most popular motorcycles. They feature an all-steel tubing framework that attaches to the seat frame rail and the rear footpeg bolt. The bags are made of ABS plastic, and come with detachable lids, double locks and lined interiors. Brackets are provided to relocate the turnsignals.

Continued

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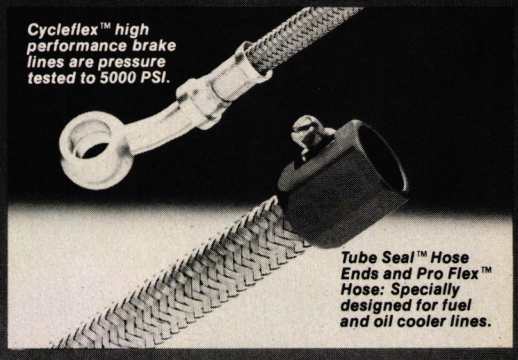
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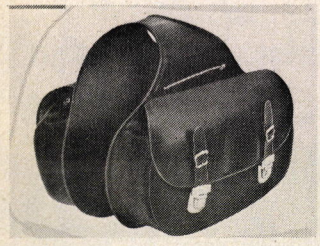
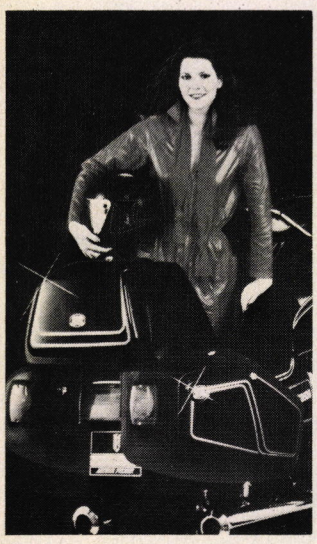
SPECIAL EDITION: SADDLEBAGS



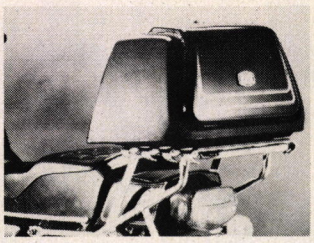
The Fabri leatherette bags also are adaptable to most motorcycles. They are made of heavy-gauge vinyl, and have an interior lining. The bags secure to the motorcycle with an adjustable leather top strap and two side straps. Leather straps also are used to secure the bag flaps.

Arthur Fulmer Co.
P.O. Box 177
Memphis, Tennessee 38101
(901) 525-5711
Price: Saddlebags $129.95 pr (soft)
$432.95 pr (hard)
Travel Trunk $165.95

The Arthur Fulmer Vagabond soft luggage is made with foam insulation, sandwiched between a layer of Cordura on the outside and heavy-duty vinyl on the inside. Like many other soft luggage systems, the Fulmer Vagabonds mount to the bike wih over-the-seat straps, secured by Velcro fasteners. Capacity of the Vagabond luggage is 20 pounds. Internal dimensions of the bags are 15½"L, 11¼"W, 6¼"H.



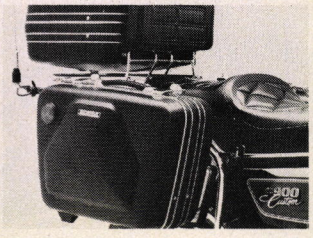
The Arthur Fulmer Generation/Four hard luggage is made of polyethylene plastic, and is available in black only. Keylocks are used to secure the bags to the motorcycle, and built-in handles allow easy carrying. The bags measure 21½"L, 13"W, 10"H.



The Arthur Fulmer Generation/Four travel trunk features a built-in backrest, as well as a keylock and carrying handle. Universal mounting hardware is included for fitting the trunk to luggage racks. Overall dimensions for the trunk are 21½"L, 13"W, 10"H.

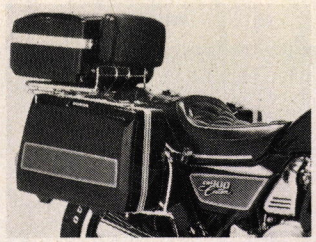
Harley-Davidson Motor Co.
P.O. Box 653
Milwaukee, Wisconsin 53201
(414) 342-4680
Price: $139.95 pr

Harley-Davidson's soft saddlebags are made of heavy Denier nylon and leather, and form a tough, spacious container. Fitted with thick cowhide handles, these bags also are suitable for hand-carrying when detached from the motorcycle. Other features of the bags include additional pockets, protective piping around edges and a large H-D logo emblazoned on the side. These saddlebags are designed to fit XL, FX and FXR Harley-Davidsons. An optional directional signal relocating kit is available if required.



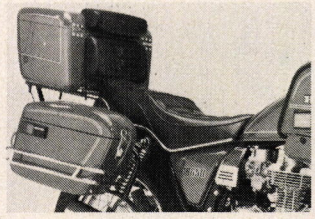
Hondaline
American Honda Motor Co., Inc.
P.O. Box 50
Gardena, California 90247
Price: Saddlebags $386 pr (hardware $105)
Saddlebags (pebble-grain) $205.95 (hardware $105)
Travel Trunk $198
Travel Trunk (pebble-grain) $105.95

Hondaline's detachable luggage system is designed to fit the GL1100, CB900 Custom and CB750 Custom models. The color-matched and striped bags and travel trunk mount and remove quickly with a key-locking quick-release pin. Also, all locks in the system open with a single key. Capacity of the injection-molded

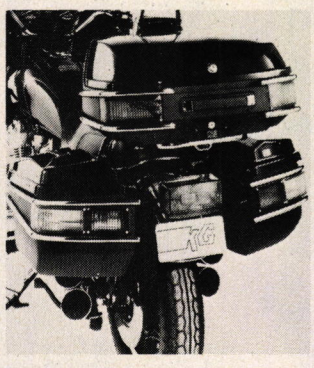


ABS bags is 2136 cubic inches, large enough for a full-coverage helmet. Interior straps are used to secure contents. Elbow hinges allow the bags to open flat for easy packing, and road grime and water are sealed out by a full-perimeter rubber gasket against a tongue-and-groove aluminum rail. The travel trunk and saddlebags are available separately.

The Hondaline pebble-grain detachable luggage also offers a full 2136 cubic inches carrying capacity, but with a scuff- and scratch-resistant exterior not possible with the color-matched system. Also, nylon covers are supplied to give further protection.

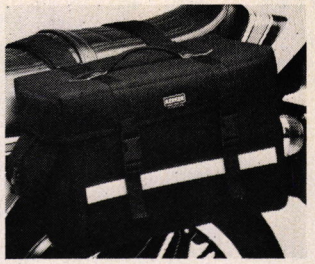


Hondaline luggage systems also are available for mid-displacement Hondas. These 1342-cubic-inch bags and trunk, made of pressure-molded fiberglass, mount to heavy-gauge steel frames, and are detachable. Nylon liner bags are available as an option, as are tubular-steel saddlebag guardrails. This luggage fits Honda models CM400A, T, E and C, CX500 D and C, and the CB650 Standard and Custom.



KG Engineering, Inc.
99 Allen St.
Woonsocket, Rhode Island 02895
(401) 765-0130
Price: Saddlebags $433.33 pr
Travel Trunk $164.95

The KG saddlebag and travel trunk system includes fore and aft adjustment of the bags, integral running and directional lights, and black, epoxy-coated mounting frames. Both the saddlebags and travel trunk have flush-mounted handles with 3000-cubic-inch volume in the travel trunk. The KG system offers 3300-cubic-inch capacity, and the adjustability of the saddlebags allows the luggage to be shifted for better handling, or simply to adjust load placement.

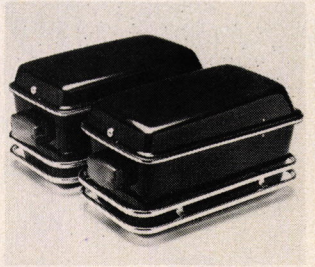


Kerker
7900 Deering Ave.
Canoga Park, California 91304
(213) 999-3060
Price: $139.50 pr

The Kerker Sidekicks are a buckle-closing, flip-top, soft luggage system. Total volume for each bag is 1080 cubic inches. Some of the features of these bags are standard-equipment rain covers, no zippers to leak moisture, full inside lining, and an internal steel frame to retain the bags' shape. Also, the Sidekicks are trimmed with light-reflective striping. Over-the-seat straps secure the bags to the motorcycle, making the Sidekicks easy to remove and remount.

KolorKraft
13033 Telegraph Road
Santa Fe Springs, California 90670
(213) 944-8255
Price: Saddlebags $99.95 pr (soft)
Deluxe Saddlebags $219.95 pr (hard)
Standard Saddlebags $199.95 pr (hard)

KolorKraft's SofPac luggage is made of Cordura nylon that has been polymer-coated for moisture protection. Inside, three fiberboard liners maintain bag shape and provide extra security for cargo. Also, the liners are removable, allowing dry-cleaning of the luggage. Mounting is by straps located over or under the seat. Measurements of the bags are 15"L, 10"W, 12"H.



The hard saddlebags from KolorKraft, both Deluxe and Standard, are made of fiberglass. They feature integral, dual-filament lights, and bag liners are available as an option. The dimensions for both bags are 19"L, 9½"W, 12"H.

Continued

11 mg. "tar", 0.9 mg. nicotine av. per cigarette, FTC Report DEC. '81
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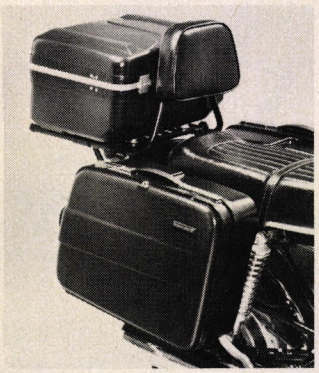
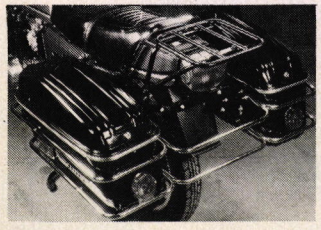
SPECIAL EDITION: SADDLEBAGS



Krauser
6909 S.W. 216th St.
Lynnwood, Washington 98036
(206) 771-8865
Price: Star Saddlebags $435 pr (with hardware)
Travel Trunk $189 (soft)

Krauser's Star luggage provides more than 2400 cubic inches of storage per bag. The bags are made of injection-molded ABS plastic, both bags weigh just 14 pounds, and carrying capacity is claimed to be 66 pounds. A deep-set tongue-and-groove, plus an O-ring gasket, provide water-sealing. Krauser mounting brackets are high-density aluminum castings, insuring uniform quality and dimensional control.

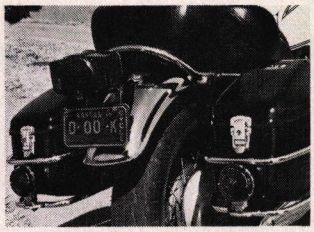
Another Krauser product is the Soft Top travel trunk. This trunk features an ABS base with a woven nylon top. Total weight is five pounds and capacity is more than 1800 cubic inches. An expansion zipper allows the capacity to be increased to 2400 cubic inches.



Kutter
Howe Engineered Sales Co.
P.O. Box 642
Cedar Falls, Iowa 50613
(319) 236-9606
Price: Saddlebags $237.50 ($299.75 with mounting hardware)
Standard Travel Trunk $107
Maxi Travel Trunk $138

The Kutter saddlebag is large enough to carry a full-face helmet, yet its style suggests more moderate proportions. The bags incorporate running lights, taillights and turnsignals as standard equipment. Stays in the lid-hinges allow the bags to remain open when loading and unloading. Chromed guard rails provide added protection for the saddlebags. The rails are a $62.25 option.

Both the Standard and Maxi travel trunks (not shown) are made of ABS plastic. Also, both trunks open from the side, allowing access to contents without interference from a sissybar or backrest. The Standard trunk has an internal volume of 2800 cubic inches; the Maxi model has a 3800-cubic-inch capacity.



Land Tool Co.
650 E. Gilbert St.
Wichita, Kansas 67211
(316) 265-5665
Price: $225.00 pr (approximate)

The LTC Space Master saddlebag is designed to hold a full-face helmet and still have room for other touring items. The bags attach to the motorcycle with a universal mount that incorporates taillights. The compartment is fully lined and waterproof. Chromed steel guard rails are available as an option. Internal dimensions for the Space Master are 17½"L, 10½"W, 12½"H. The bags are offered in a choice of matched colors, as well as black or white.

The Leatherworks
350 Coogan Way
El Cajon, California 92020
(714) 442-9651
Price: Leather Saddlebags $169.95
Pro-Cycle Saddlebags $239.50 (Large) $199.50 (Medium)

The Leatherworks makes two basic types of saddlebags. The all-leather bag is inscribed with decorative linework, surrounding large metal emblems on the flap. The emblems are offered in a variety of themes, and can be chrome- or gold-plated. The bags themselves are adjustable; they can be raised or lowered on the chassis to fit a variety of bikes.

The Pro-Cycle saddlebags are made of leather, too. But what makes them distinctive are the large polished aluminum panels on the flaps. The large Pro-Cycle bags measure 14"L, 7"W, 12½"H. The medium bag has dimensions of 12"L, 4"W, 10"H.

Lee's Rider & Cycle Accessories
125 E. Inez St.
Tucson, Arizona 85706
(602) 294-5875
(800) 528-4843
Price: Saddlebags $199.95 pr
Liner Bags $19.95

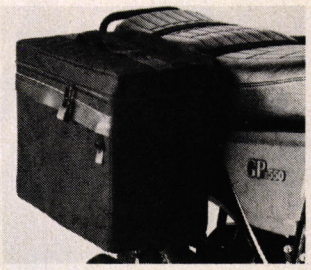
Lee's saddlebags are made of fiberglass, and attach to the motorcycle with a universal mounting bracket. These bags are manufactured with clearance for upswept pipes. The bags have relieved areas along the inside-rear surface, allowing them to mount close to the vehicle's centerline. Still, the interior volume of the bags has not been compromised; the dimensions are 20"L, 9"W, 12"H.

Lee's also sells heavy-duty nylon saddlebag liners. These liners are sold in pairs, are easy to install and provide an extra degree of protection from water.

Malcolm Smith Products
7563 Indiana St.
Riverside, California 92507
(714) 687-1300
Price: Saddlebags $149.95 pr
Travel Trunk $89.95
Overnighters $79.95 pr

Malcolm Smith luggage is not made from the more commonly used Cordura, but instead is made with ballistic nylon, the same material used in bulletproof vests. The saddlebags have an expandable, zippered inner pocket, heavy-duty zipper and quick-release buckles. Waterproof rain covers also are available.

The Rack Pac travel trunk has the same dimensions as the saddlebags: 15"L, 7"W, 15"H. The Overnighters are smaller bags that attach to the travel trunk's sides, yielding greater volume. These can be quickly detached or used as permanent fixtures. A raincover is available for both the trunk and Overnighters.



Marsee
105 W. Tully St.
Convoy, Ohio 45832
(800) 537-1631
(419) 749-4059
Price: Deluxe Saddlebags $159.95 pr
Standard Saddlebags $114.95 pr

Marsee soft saddlebags, available in Standard and Deluxe versions, are made with 1000-Denier Cordura nylon coated with a water-repellent substance. Semi-rigid foam inserts are used to give the saddlebags structural stiffness, as well as added protection and cool storage for contents. Both Deluxe and Standard bags have individual carrying handles made of 1½-inch nylon webbing.

Dimensions of the Deluxe bag are 15"L, 7½"W, 12½"H, while the standard bag measures 13"L, 8"W, 10½"H. Total volume of the Deluxe, not counting the side packet, is 1406 cubic inches per bag; for the Standard, 1092 cubic inches.

Malott's Custom Accessories, Inc.
P.O. Box 511
1790 E. Yosemite

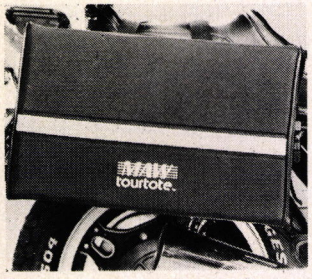
SPECIAL EDITION: SADDLEBAGS

Manteca, California 95336
(209) 239-9588
Price: Touring Kit $365
Saddlebags $190-$220 pr
Travel Trunk $175-$235

Malott's offers a complete touring kit, two types of saddlebags and two different travel trunks. The kit includes rear bars, rack, wrap-around rails, saddlebag mounts, license plate assembly and center section. Chrome is standard, and full instructions are included.

The saddlebags themselves are made of fiberglass, and available widths are either eight or 10 inches. Color-matching is $125 extra. Integral, dual-filament taillights are used, as are keyed latches and protective molding around the bags' perimeters.

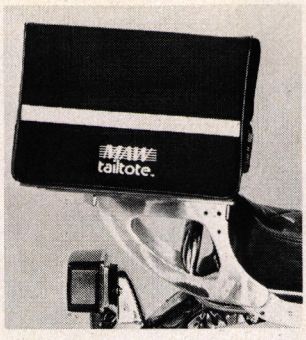
The travel trunks are made of fiberglass as well. One trunk has a humped lid, incorporating a two-piece passenger backrest. The trunks come standard with chromed double siderails and chromed locking lid latches. Add $100 for color-matching.



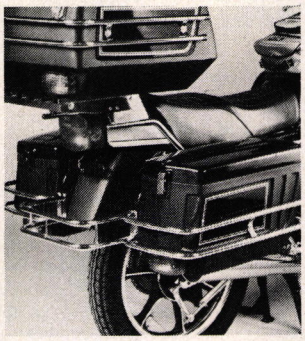
Motorcycle Accessories West
13806 Chase St.
Arleta, California 91331
(213) 893-6310
Price: Tourtote Saddlebags $169.95
Mitytote $69.95
Tailtote $79.95

The MAW Tourtote system features a total weight capacity of 40 pounds, and capacity of 3700 cubic inches. To mount the Tourtote, two main straps support the weight, while a combination of interlocking rails and stay straps keep the bags in position. The Tourtote system includes protective rain covers.

A smaller-scale alternative is the Mitytote system. The Mitytotes have hard inserts in the back and bottom of the bags to maintain shape and add strength. Available only in black, Mitytotes measure 13"L, 7"W, 11"H.

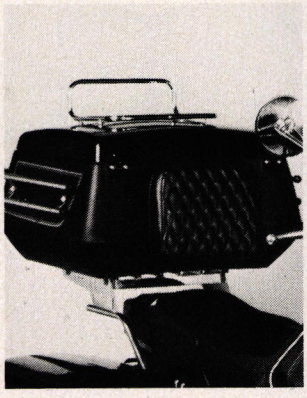


The MAW Tailtote is a soft travel trunk that mounts to an existing rack. A laminated inner box in the Tailtote keeps the trunk rigid and the contents protected. It comes with a carrying strap, but rain covers are a $10.95 option. Dimensions are: 16"L, 13½"W, 11½"H.



Ocelot Products
895 W. Mill St.
San Bernardino, California 92410
(714) 884-0484
Price: Saddlebags (10") $175.95
Saddlebags (7") $155.95
Travel Trunk $159.95

These saddlebags are available in both Standard and Cutaway versions. The Cutaway is designed for use on motorcycles with upswept mufflers. Both styles are offered in black or white, and have directional signals and taillights, a weathertight perimeter seal and a keyed lock assembly. Chromed dress rails are available at extra cost.



The Travelercaddy is a spacious travel trunk, measuring 21"L, 25"W, 14"H. Built-in stop- and taillight are standard, but backrest pad, rails and top rack are extra at $19.95, $49.95 and $21.95, respectively. The trunk is made of rotationally molded polyethylene plastic and has keyed locks for security.

Pacifico, Inc.
1625 S.E. Hogan Rd.
Gresham, Oregon 97030
(503) 666-5502
Price: Travel Trunk $129.95 ($144.95 with optional color)

Pacifico's Sport Trunk measures 18"L, 17"W, 11"H. Total storage capacity is 2610 cubic inches, sufficient for two open-face or one full-face helmet. Overall weight of the trunk is 7½ pounds. Scissor hinges, with no external hardware, and a failsafe latch are other features.

The Sport Trunk comes complete with all necessary bits and pieces to mount on most standard racks. The Sport Trunk is available in black, white, silver and several other OEM-coordinated colors.

Rev-Pack
P.O. Box 175
New Cuyama, California 93254
(805) 766-2454
Price: $100 pr

Rev-Pack saddlebags are made of vinyl-laminated Cordura nylon. Each saddlebag is encircled with two adjustable nylon-web straps that hold the top flap down. Weatherproof Delrin plastic buckles are used as fasteners.

The bags feature two internal pockets, one in the top flap and one on the reinforced backside. The measurements are: 14"L, 12"W, 7"H, which yields approximately 1100 cubic inches volume. When not in use, the bags collapse to 13" x 4".

Second Story Leather Shop
30 N. Maple St.
Florence, Massachusetts 01060
(413) 586-6334
Price: Saddlebags $149.95 (large)
$110 (small)

Second Story's custom-crafted leather saddlebags are made of oiled cowhide. A plastic liner is included for additional waterproofing. The bag is bonded to a hard rubber back, protecting the leather from contact-wear against the motorcycle, and a hidden, sewn-in metal strip maintains the bag's shape.

The large model measures 15"L, 6½"W, 11½"H. Dimensions of the small model are 10"L, 6½"W, 11"H. Both sizes have five tie-straps to provide security and adjustment.

Shoei
1717 Pontius Ave.
Los Angeles, California 90025
(213) 477-6051
Price: $380 pr (with hardware, rack)

Shoei's SB-27 fiberglass, detachable saddlebag is unique by virtue of its shape and its guard-rail carrying handles. The saddlebag is secured to its mount with a keylock, and one key fits the entire locking system. Load capacity of each Shoei bag is 20 pounds, and the bags each hold a full-face helmet. Water-sealing is by aluminum edging bearing against rubber seals. The Shoei saddlebag system comes with universal mounting hardware to fit most motorcycles. Also included is a rear carrier for a travel trunk.

Slipstreamer, Inc.
9835 W. 96th St.
Eden Prairie, Minnesota 55344
(612) 941-1000
Price: $129.95

Slipstreamer's Stowaway soft luggage is made of 1000-Denier, coated Cordura. Velcro fastener straps are used, eliminating metal buckles. The bags attach with quick-release fasteners.

Hand-carrying this luggage is made easy with integral handles. Also, a Stowaway saddlebag can be converted to a rack-mounted travel trunk with little effort. Waterproof dust covers are included for protecting contents. The Stowaway measures 16"L, 7"W, 12"H. Total volume of each bag is 1344 cubic inches.

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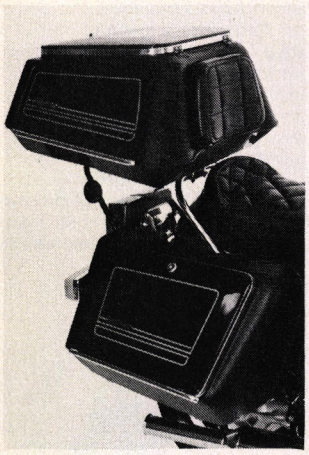
SPECIAL EDITION: SADDLEBAGS



Vetter Corporation
Rantoul, Illinois 61866
(217) 893-9300
Price: Saddlebags $399.95 (with rain covers, hardware)
Travel Trunk $219.95

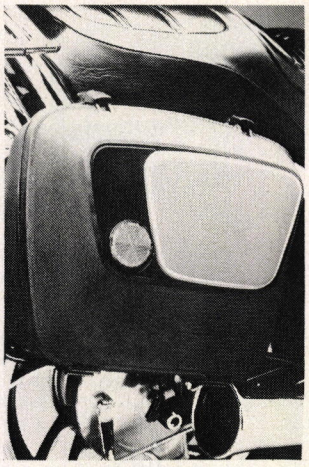
To provide mounting rigidity, and to minimize vibration, the Vetter Corporation has developed a patented Floating Mount System.

The Vetter saddlebags and travel trunk are made of rotationally molded polystyrene, with ABS plastic doors and sidepanels. The ABS is glossy-finish, while the polystyrene has a pebble-grain texture. Standard features of the trunk and saddlebags include a padded backrest, running lights, side reflectors and locking lid. Capacity of the travel trunk is 2800 cubic inches and the volume of each saddlebag is 1800 cubic inches.

Standard colors are black, white, silver and primer; color-matching is extra.

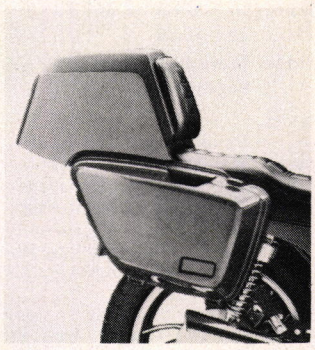
Wheels of Man
13275 Paxton st.
Arleta, California 91331
(213) 975-5000
Price: $99.95 pr

The Wheels of Man Packman soft luggage is made of 400-Denier coated Cordura and industrial bonded nylon thread. The seams are all hand-sealed. Nylon web straps, with 800-pound tensile strength, are used, as are Fastex quick-release buckles. Velcro strap fasteners keep Packman secure on the motorcycle. Other features include a lid that allows full access to the bags' contents while the saddlebags are on the bike, reflective safety stripes and raincovers.

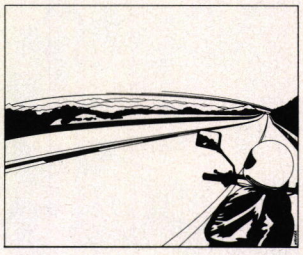


Yamaha Parts Distributors
6555 Katella Avenue
Cypress, California 90630
(714) 761-7300
Price: Saddlebags (X-1) $121.95 pr
Saddlebags (Seca Luggage System) $249.95 pr

Owners of Yamaha's Virago, Maxim and Heritage models now can buy the X-1 saddlebags to fit their machines. These bags are made of ABS plastic and have sidepanels color-matched to Yamaha OEM finishes. Each saddlebag has 900 cubic inches of storage space. Mounting hardware comes finished in black epoxy-powder paint.



The Seca 750 luggage system has two ABS saddlebags with 1200-cubic-inch capacity each. Bag liners are included. The Seca travel trunk, also made of ABS plastic, offers more than 1800 cubic inches of capacity, enough to hold a full-face helmet. The bags and trunk use rubber-lined tongue-and-groove seals to keep water out. The system is available only at Yamaha dealers. ●



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Feature for feature, no other saddlebags can match them. But don't take our word for it. Compare other brands with Eclipse and then decide.

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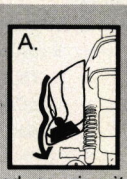
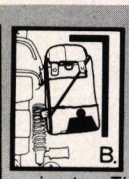
☑	☐	Fully-adjustable mounting system . . . easy on/easy off. (pat. pend.)
☑	☐	Aircraft aluminum stiffener and molded bottom panel.
☑	☐	Internal Support Frame. (pat. pend.)*
☑	☐	Forward cut-away for passenger heel clearance.
☑	☐	Three compartments per side, including detachable fanny pack.
☑	☐	Removable exhaust/abrasion shield.
☑	☐	Adjustable internal divider separates main compartment.
☑	☐	Snaps securely together as hand luggage.
☑	☐	Optional rain covers.
☑	☐	Unconditional guarantee.

Please call or write for a FREE catalog.

Eclipse, Inc.
P.O. Box 7370-Dept. CG8 Ann Arbor, MI 48107
(800) 521-3092
(313) 761-1170 (Mich. residents)

*Most soft saddlebags are pretty flimsy when empty. This makes it difficult to load your gear. And when packed, the load is poorly supported, causing it to sag and sway. Not only does this detract from the appearance of your motorcycle, it can seriously affect its handling. (See Fig. A)





Eclipse Saddlepacks incorporate a unique internal aluminum frame to support and define the shape of the pack at its outside, upper perimeter. This frame transfers the load back to the aluminum stiffener, for ease of loading and even weight distribution within the pack. It also maintains the shape of the pack when loaded or empty. No sag . . . no sway. (See Fig. B)

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SPORT LINES

Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed

EDITED BY DAIN GINGERELLI

Storming The Hill

Motorcycling's own Rough Riders.

PHOTOGRAPHY © 1982 RICH CHENET

Abiding by the hillclimbing rule: one hand on the bar

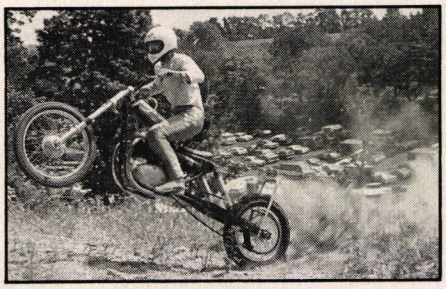
Crossing the finish line the hard way.

Finding the action on a hillside jump

Kicking up the dust with that good ol' mountain dew.

• It happens quickly, almost viciously. A single bike is staged on the start pad at the bottom of the hill, ready for a timed run to the crest. The rider revs the engine to the red zone, waiting for the starter to drop the flag. When he receives the go-signal, he dumps the clutch. The bike's rear tire, wrapped in case-hardened chain, spins in the dirt, fiercely throwing lumps of earth rearward.

The tire hooks up suddenly, catapulting bike and rider in the general direction of the top of the hill. With luck, both tires will maintain their contact with the slope during the ride up. As John Williams, five-time professional AMA National 500cc hillclimb champion puts it, "It's like being shot from a cannon when that rear tire hooks up."



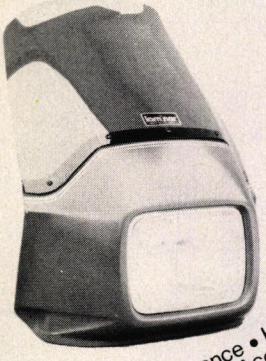
Wheel-standing up a jump

When the nitro excites the chain.

The ride—if successful—ends seconds later. There's not much time for mistakes in hillclimbing, for like dragracing, it's a race against the clock. But there's another element involved in hillclimbing that's not as prevalent in most other forms of motorcycle competition: gravity. Since the entire run is uphill, it takes a lot of horsepower to make a quick climb. Hillclimbing, in its purest form, is

Continued

SPORT LINE



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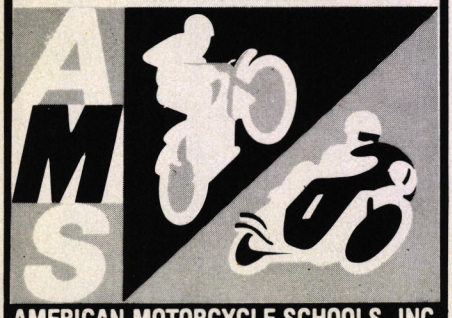

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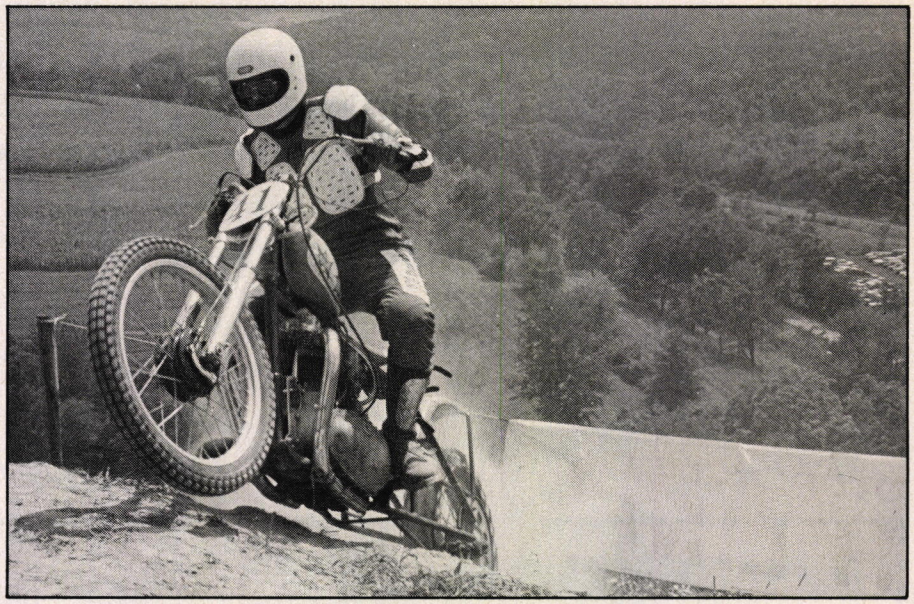


Danny Halcomb and his Triumph crest the hilltop finish line in style

And from there, it's nothing but downhill all the way home.

a showdown between gravity and horsepower.

Oddly, hillclimbing isn't considered one of the big-league sports of American motorcycle racing. It shares all the drama and technical requirements of other forms of competition, but with only regional popularity in the northeastern states, hillclimbing hasn't matured as have motocross and flattracking. Ironically, though, during the Twenties and Thirties, hillclimbing was on a par with flattrack racing as America's favorite motorcycle sport. But as flattracking continued to grow in popularity, eventually attracting the attention of the R.J. Reynolds Tobacco Company—now the primary sponsor of the AMA Grand National tour—hillclimbing remained secluded in the northeast section of America, where it is still considered Big Time.

What has evolved is the Pro Hillclimb Series: eight to 10 National events a year to determine champions in two classes, 500cc and 750cc. Each racer at a National makes two attempts on the hill during a meet. The rider with the quickest first-round time sits out the second heat, riding the bubble until either his time is bettered, or all bikes have run. The winner gets 15 points, while second place takes home 14, and so on down to one point for 15th place.

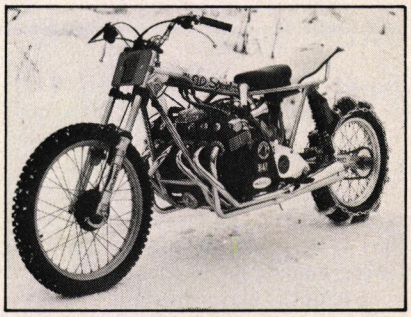
The bikes used are as brutal as the sport itself. Basically there are only two technical rules for hillclimb bikes. First, they must meet class displacement limits of either 500cc or 750cc. Second, the engines cannot use "true" fuel injection. As stated in the pro-hillclimber's rule book, "true" fuel injection

STP Six-Pac to Go

• Hillclimbers are nonconformists. Just look at their machinery and you quickly understand that. But while many climbers base their bikes on twin-cylinder BSA or Triumph engines, Canadian John Williams prefers to use multi-cylinder powerplants. And with good results: For several years his Honda 500 four was King-of-the-Hill in the 500cc class. This year he hopes to be top man in the 750cc class—with a Benelli 750 Six.

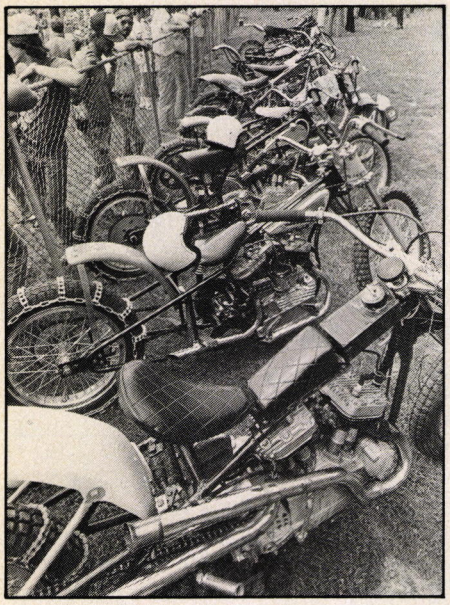
Williams' new STP Special Six should squeeze out more than 300 horsepower, he predicts, using six Hilborn injector nozzles along with Norris cams and a gaggle of Yoshimura speed parts. Williams claims the engine will rev past 13,000 rpm and easily should top 100 miles per hour on a climb. The fuel? Why, the hillclimber's favorite: 100-proof nitro.

The 43-year-old Williams eagerly looks forward to conquering the hill with his 80-inch-wheelbased Benelli, and anticipates winning the 750cc championship—or fly trying. *—Dain Gingerelli*



Williams STP Special

A dragbike with an inclination.



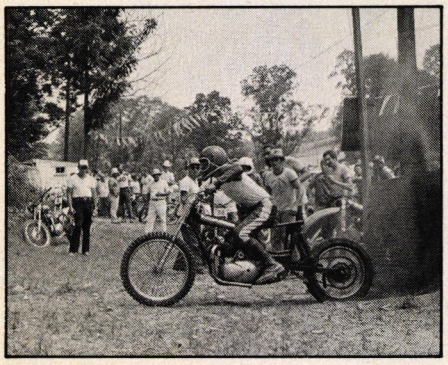
Side-valve Harleys find new life

By any other name, they're antiques.

constitutes squirting the fuel directly into the cylinder. However, fuel injection sprayed through an intake manifold is legal, so many bikes use gear-driven Hilborn injection systems.

The remainder of the motorcycle's design is open to the builder. Consequently, some interesting machinery shows up at an AMA hillclimb. Wheelbases tend to stretch more than six feet long, posing the common problem: where to position the engine? Too far forward and there isn't adequate drive-wheel traction; too close to the rear lets the front end get airborne, which, obviously, can lead to disastrous results on the ride to the top. One feature is almost standard, though: Practically all hillclimbers have the rear tire wrapped with chain for optimum traction.

And all pro hillclimbers share the same greed for horsepower. While engine performance tricks are as varied as promises at a political convention, just about all the top racers can agree on one thing: They all burn nitro fuel. The volatile mixture stirs up enough boom in those Triumph, BSA and Honda cylinders to propel these rocketman bikes to speeds of 80 to 100 miles per hour. And considering that this happens on dirt, uphill,



A rider prepares for hook-up

Like being shot from a cannon.

Continued

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Bruce Hammer
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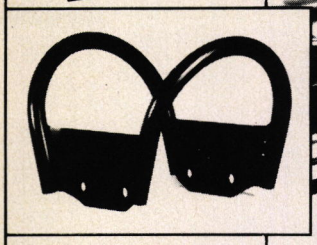

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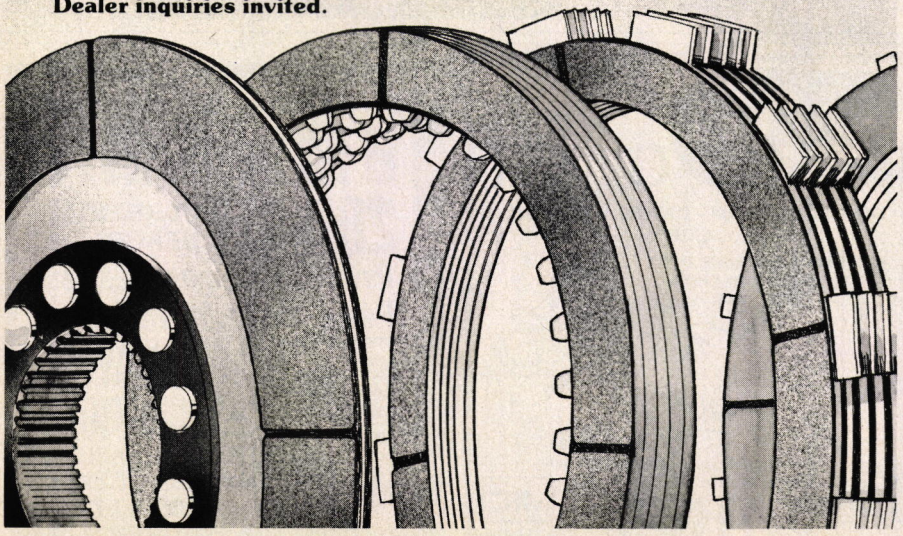
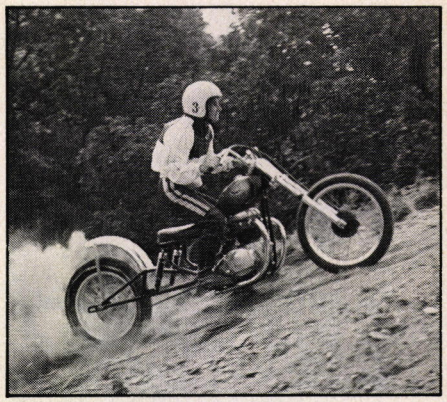




Long-time hillclimber Earl Bowlby

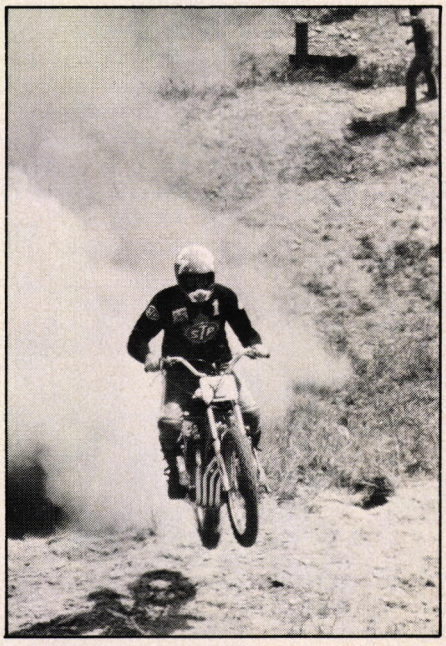
Hoping more pros will follow.

and in less than 10 seconds, it's awesome, indeed.

The race is more than just a smooth climb up a slope, too. Most sanctioning clubs do a little hill "grooming," just to make things interesting. The favorite obstacle is a jump dug into the hillside, giving the ride a little "action," as former 750cc champ Earl Bowlby puts it. Williams says of the four-jump hill in Allentown, Pennsylvania: "After one jump you don't hit the ground for 40 feet." And at 80 miles per hour, a rider had better know which direction is *up* when he lands. Not surprisingly, this kind of riding calls for body English the likes of which even Kenny Roberts couldn't understand. "You *ride* these things," says Williams, "rather than just sit on the bike like a bump on a log."

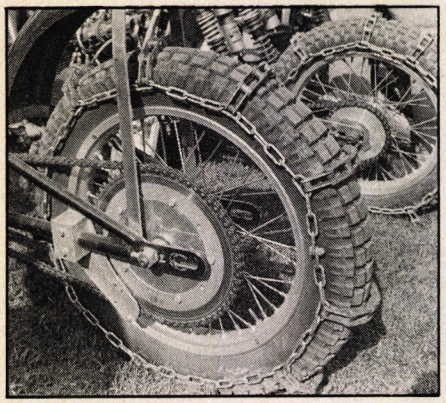
The ride includes some interesting scenery, too. It's mostly dirt, but, "There's no horizon to deal with when climbing," states Williams. "It's like riding on a streetbike and just looking down at the pavement."

To score points, the rider must cross the finish line at the summit in control of his bike.



John Williams gets airborne

Finding action in the jumps.



Chain-encased rear tire

The key to a successful climb.

The official rule book describes "in control" as having one or both hands on the handlebar. It doesn't state how firmly they have to be holding on, either.

If hillclimbing sounds a little wild, well, that's because it is. There's a bit of motocross in it, plenty of fancy body-to-bike control, and enough off-the-line acceleration to rip King Kong's arms off when that hundred-proof nitro explodes. It's a sport that will take any rider to the top—if he's prepared to pay the price. *—Dain Gingerelli*

Wanted: Pro Hillclimbers

• There are only 40 or so members in the Pro Hillclimbers Association. That's the extent of professional hillclimbing in America. These men are the elite of hillclimbing, but if nothing is done to bolster the ranks, they also are a breed doomed to extinction.

Bill Amick of the AMA, a fan of the sport as well as its overseer, confesses, "There just is no feeder system between the amateurs and pros." The AMA has an amateur program, but it is far less intense than the pro racing, and it doesn't provide a real link to the pro ranks.

What's needed is a transition class from amateur to pro. Earl Bowlby, a pro hillclimber since 1966, reflects the views of several future-conscious pros: "We need a novice or beginner class for the amateurs wanting to turn pro. The 500 class would be good. A first-year rider could race in it for a year to get a taste of what pro racing is all about."

A transition class, open to first-year pros only, as Bowlby suggests, would serve to get the new riders' feet wet, allowing them a place to compete without intimidation from the more experienced riders. Until that happens, hillclimbing always will be looking up to other forms of pro racing—or become extinct when this batch of riders wears out. *—Dain Gingerelli*

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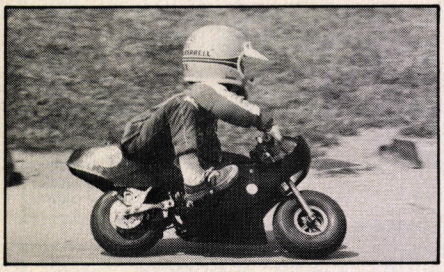
Pocketbike racing originated in Japan, and the sport now is popular throughout that country. With more than 100 mini-tracks tailored specifically for pocketbike racing, father-son teams take the sport very seriously.



"Flying" Ronnie Farrell in a turn

Knees out, and in the groove.

PHOTOGRAPHY © 1982 DAIN GINGERELLI

Rickie Goujon pushes his pocketbike to the pack's peak position

Knee-to-knee and elbow-to-elbow is a Dandy way to go racing.

Pocketbike racing is growing in America, too. The United States Pocket Bike Association (16711 Brighton Avenue, Gardena, California 90247) sanctions regular races at the Grand Prix racecar track adjacent to Ascot Speedway. A pocketbike race day at Ascot Grand Prix begins at eight in the morning and ends by noon, leaving plenty of time to relax after a day's racing.

Young pocketbike racers compete in their own classes, and adults—the grown-up kids—are separated from the youngsters and race under their own handicap system. Power-to-weight ratio is critical, and so the lighter adults generally are staged in the back of the starting grid. There are three four-lap heats

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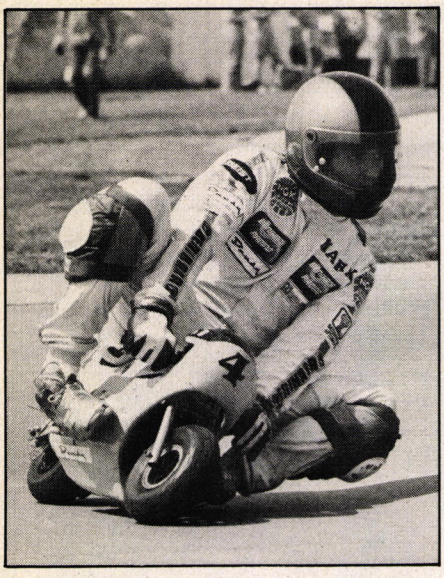

A stylish big-kid pocketbike racer

He'll tuck in on the back straight.

per class, and the highest-scoring rider at the end of the day wins.

Even though the racing usually is informal, there was an invitational race last year pitting an all-star Japanese team against the best from the west. Most of the races were won by the visitors, but American Ricky Goujon managed to win the Junior Modified class. Fourteen-year-old Goujon figures to use pocketbike racing as a springboard to real roadracing. He wants to get a Yamaha TZ125 because, as he says, "it's the next obvious step."

But for the most part, pocketbike racing is for the less-serious racer. And when you consider that a bike costs less than $600, fits in the trunk of most cars and a set of tires will last a season, pocketbike racing is indeed attractive. The thrill of victory and the agony of defeat are still there. They just don't cost as much. *—Dain Gingerelli*

A breakdown means a short walk back

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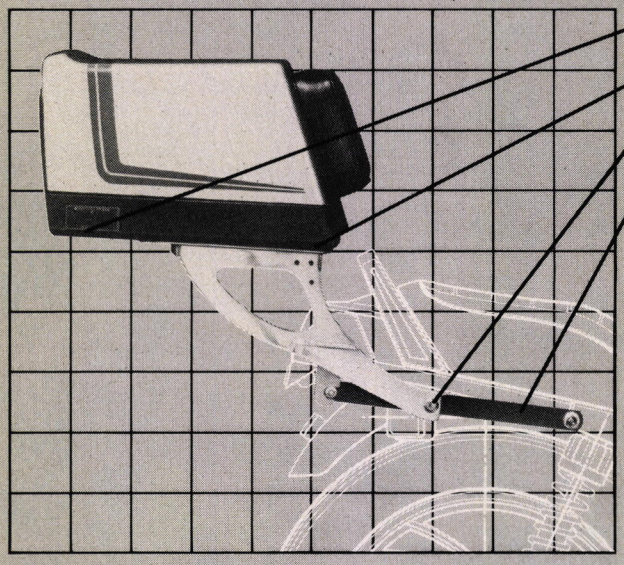

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Willy Simons, our resident pro motocross tester, was picked to do the riding. Willy was an average of 1.3 seconds-a-lap slower without the A-Trak unit. The A-Trak YZ was much easier to control coming out of bumps, corners and it required less concentration to ride at the level of our respective abilities.

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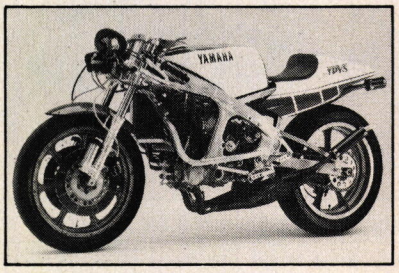
Pit Bits

• Vee-four Roberts: Kenny Roberts finally got his vee-four. The new Yamaha, designated the OW61, debuted at the Austrian GP, where KR took third behind winner Franco Uncini (Suzuki) and Barry Sheene (Yamaha square-four). The OW61 has an aluminum square-tube frame that cradles the engine and rear suspension. The rear suspension has a transverse *horizontal* shock absorber and spring, connected to the swingarm via a series of bell cranks. The engine is piston-port design, rather than rotary valve induction as on the square-four. According to sources, the engine produces about 120 horsepower and the bike is rumored to weigh less than 285 pounds. Rumors also persist of fuel injection in the future, if not now.



Roberts' new Yamaha OW61

Is the vee for victory?

• Pieces of eight: Kork Ballington and Kawasaki have joined the Dunlop eight-inch-slick bandwagon. Only Roberts and Randy Mamola used the eight-inch rear slick at the outset of the GP season, but Dunlop soon made it available to Ballington and his KR500, too.

• Getting high: Motocross racers have been getting pretty high these days. Honda support rider David Bailey said, after finishing second behind teammate Kenny Keylon at the St. Petersburg 250 National, "I saw a couple of satellites the first time I tried to jump past Broc Glover (for second place). I landed hard, but I set the pass up again the next lap and got by." There was no report of satellite sightings on his second semi-orbit.

• Joke's on him: Suzuki team rider Warren Reid is known in motocross circles as the Comedian. But the name wouldn't fit on his leathers, so he opted for "Joker" to be stitched there instead. Now if he can just get a one-liner on his jersey sleeve.

• No joke: The AMA isn't clowning around with its motocross program, either. There's talk of rearranging the motocross program to do away with the Trans-USA Series, and streamlining outdoor racing in order to implement a Grand National Championship of Motocross. Essentially, the proposal calls for the 125cc class to be a support feature of all 250cc and 500cc Na-

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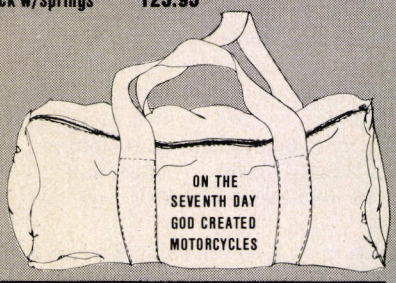

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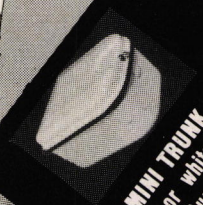

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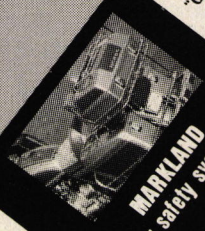

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tionals. It will be open to riders 21 years old and younger. Only production bikes will be allowed, and a claiming rule will help keep the novice-type class free of factory involvement. The GN Championship will encompass 250 and 500 racing, and possibly the Supercross Series as well. So once again fans will be able to see *all* the riders in *all* the races.

• Yanks retaliate: The United States speedway team defeated the English team in a best-of-five series. Bruce Penhall led the U.S. team, which won the final race at Poole, England.

• Growing pains: Jim Filice made practice for the San Jose Mile last May, but he didn't make the race. The reason: The engine blew up, but only after he turned lap times in practice that easily would have put him in the program. As Yamaha team manager Ken Clark said, it was the first engine problem the team has had in a long time. It also was the fastest the Virago-based 750 has gone, too. With power, it seems, come other problems.

• Double dinosaur: In an effort to rid dragracing of double-engine bikes, the NMRA has banned twin-engine top fuelers. Only dual-engine bikes built and ridden before December 1981 are still eligible to compete in NMRA-sanctioned events.

• Dutch treat: Boet van Dulmen will ride for Cagiva the remainder of this 500cc GP season. Van Dulmen started the year on his own Suzuki RG500, and even placed fifth on it at the Austrian GP.

• Wait a second: By now Barry Sheene and Ricky Graham must be getting tired of second place. Both have finished second in their respective championships too many times this year; Sheene has three seconds so far in the 500 GP wars, while Graham strung together three bridesmaid finishes in the Winston Pro Series—Ascot TT, Sacramento Mile and San Jose Mile. Graham finally broke the string with a third at the Ascot Half-Mile, then a win at the Springfield Mile with a record-setting speed average over 100 mph.

• Motocroth for thumpers: Spectro Oil will sponsor a four-stroke-only motocross in Massachusetts at Pepperell Park on August 15. The non-National race will be open to four-stroke machines with an upper displacement limit of 600cc. The four-stroke engine has yet to be a threat to the more potent two-strokes in motocross racing, but, says Spectro Oil president Bob Wehman, "There can be little doubt that it is coming."

• Quote Department: Announcer Larry Huffman's wife, Bev, in reply to a statement that "Supermouth" took pills when he announced: "He never takes *anything*. Not even aspirin for headaches."

—Dain Gingerelli

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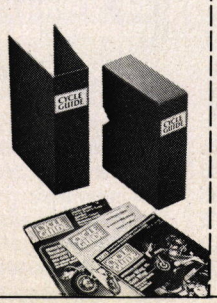

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Winners & Losers:

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Just call it Darwin's Theory of Qualification.

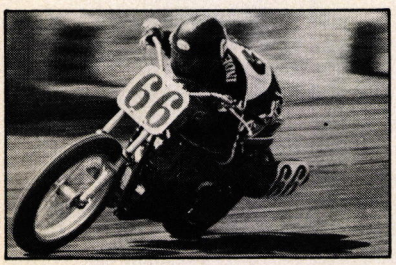
• As if AMA professional dirttrack racing were in danger of becoming dull, the AMA has come up with something to assure that spectators remain glued to the action for the entire program. It's called the Last Chance Qualifier, and it replaces the Trophy Dash.

The Trophy Dash—an institution in oval-track racing since the days of side-valve engines—was for the racers who failed to transfer to the Main. The losers. And no one likes to watch a bunch of losers race, so naturally, Trophy Dash time also was time for spectators to dash off and reshuffle the beers consumed during the previous heat races. Trophy Dashes weren't the crowd's—or the racers'—delight.

As AMA Competition Director Bill Boyce recalls Trophy Dashes, "It was hard to get the point across to the spectators that they were watching the 10 next-best guys." The 10 *next-best* might just as well have been a group of novice riders, as far as the crowd was concerned. After all, Class C flattracking mirrors the *American Way*, and the American Way is *winning*.

So now the Trophy Dash is history, and in its place is the Last Chance Qualifier. As the name implies, it's the last opportunity a rider has to transfer to the Main. It's the end of the rope; no more qualifying runs, heats or semis. And to make the LCQ even tougher, only the winner transfers into the Main.

The initial LCQs this season have given Winston Pro fans some of the best handlebar-to-handlebar punchups money can buy. For instance, Mike Kidd dazzled the railbirds at the Sacramento Mile by steamrolling past a mob of XR750s to put Honda's NS750 in its first-ever Mile Main.



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San Jose LCQ winner, Mike Inderbitzen

Evolving to the Main.

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Inderbitzen and Fillmer

Getting ready to flog a dying horse.

And at Ascot several weeks later, there was plenty of front-line rider talent duking it out in the LCQ. As Boyce boasted about Ascot, "Steve Eklund, a former Number One, Mike Kidd, the current Number One, Scott Pearson and two-time Ascot winner Billy LaBrie were in the Last Chance." Eklund survived and remained fresh enough to finish ninth in the Main, earning six well-deserved WPS points.

Perhaps the best LCQ showdown so far was at San Jose—*The* Mile. Mike Inderbitzen, a young rider from Modesto, California, found himself in a slingshot contest with LaBrie and the winningest mile racer in AMA history, Hank Scott. Inderbitzen finally settled the 10-lap dispute by edging LaBrie at the finish line by less than a wheel length. "I knew it would be close," said Inderbitzen shortly after the race, "but that really was cutting it thin."

And while Inderbitzen mentally stored the drafting information learned from Scott and LaBrie in the LCQ, Craig Fillmer, his tuner, quietly rolled the tired XR750 to the grid for the Main. Fillmer knew the situation was sad: "You damn near have to wear the motor out just to make the Main," he mused. The bike had already logged over 65 laps, more than any other bike on the grid. There were still another 25 to go, too.

Inderbitzen struggled to 14th and one WPS point. The accumulated 90 miles, however, earned him $875 Cinderella money, more than any Trophy Dash would pay. And somewhere in the San Jose infield, Bill Boyce smiled contentedly. He realized then that the LCQ was the AMA's Golden Goose. And everyone knows you never get rid of something that valuable. —*Jerry Smith* •

LETTERS *Hits and misses, The suspense ends and Some will stand pat.*

IT'S THE REAL THING

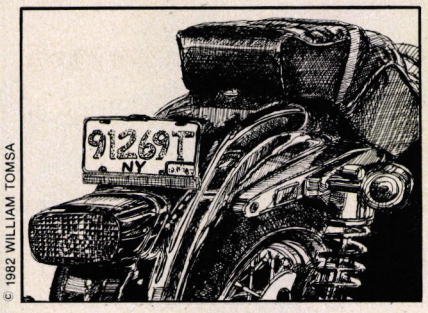
As an avid cyclist for years, riding everything from a moped at 12 years of age to my present and fourth Harley-Davidson, I have to agree with Paul Dean (Ride Review—V45 Magna, June issue). I wouldn't touch a Magna with a 10-foot sissy bar. Furthermore, if I was told I could have one of these Japanese beauties for free—if I gave up my rattling, clanking Harley—the vibration from my laughter would rival that of World War II.

You might meet the nicest people on a Honda, but you meet "real people" on Harleys.

Richard D. Byrns
Beaumont, Texas

CHECK ME ON THIS ONE

Let me see if I have this right now. My Yamaha 650 Special vertical-twin is a hopelessly outdated motorcycle, suffering along with a design that died years ago but didn't know enough to lie down. Never mind that it still gets over 60 mpg, is capable of going faster than anyone not intent on suicide would normally ride it, is extremely reliable, features simple and inexpensive maintenance, handles well and has a comfortable ride if you're willing to tolerate a little vibration.



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Now the Honda V45 Sabre and V45 Magna that you tested in the June issue certainly represent the cutting edge of the future. Supposedly, these two bikes have some of the most exciting new ideas since canned beer. In a few years no self-respecting motorcyclist will be able to hold his head up high if he isn't riding one of them (or the dozens of imitations sure to come).

Never mind that these bikes get about the same gas mileage as my Plymouth station wagon, or that in your test you burned out four clutches between the two bikes. Never mind that the Sabre rides like a truck, or that the Magna forces the rider into a position that is downright painful after a few miles. Never mind that the Magna, for all its high-falutin' technology, still can leave its rider unexpectedly stranded with an empty gastank.

I just wanted to be sure that I thoroughly understood the test results on these two bikes.

Dennis Prouty
Kansas City, Missouri

THOMPSON TAKES IT ON THE CHIN

This letter is in response to Steve Thompson's obnoxious column, "Squids and the Ballet." Thompson's reference to Sunday riders at the Rock Store on the classic SoCal squidbike (a heavily-dinged RD400 with expansion chambers, flopped handlebar and bad tires) really makes me sick. Since I have ridden an RD400 for over four years, and have regularly ridden at the Rock Store, I feel qualified to denounce this generalization.

You are so wrong to refer to all RD400

Continued

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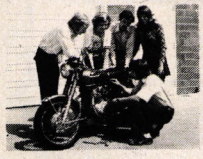

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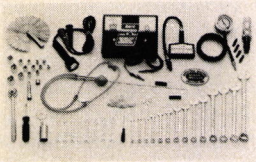

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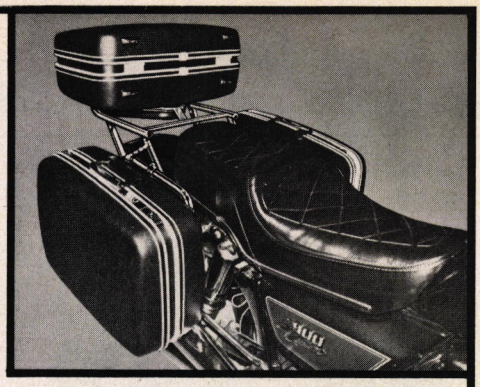

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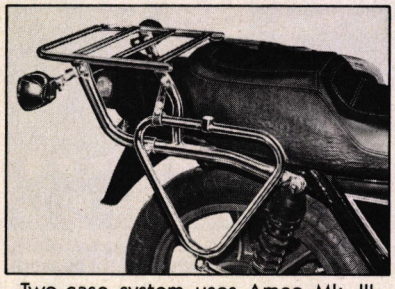

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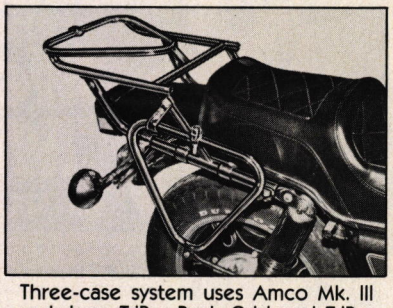

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LETTERS

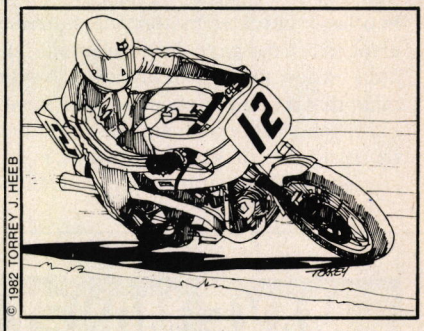
riders as squids. I've seen many bikes dumped on canyon roads, but *never* an RD. Why? Because these bikes handle. Sure, there are a few squid-types at the Rock Store, but they probably just graduated up from some dorky Honda pig (a 350 would be my first guess).

Furthermore, I seriously doubt that Thompson is as smooth as a ballet dancer at the point of a "full-on death drift" on the street. But to find out, have him meet me on the Coast Highway this summer and we'll race to Laguna Seca on our street bikes.

I'll be on a Kawasaki GPz750 this year; no more RD400 for me. Some jerk might think that I'm a squid.

Mark Gigas
Camarillo, California

A street race to Laguna Seca? It's plain to see that you're no squid, Gigas—ed.



A BULLSEYE FOR SUZUKI

Suzuki seems to have hit its mark with the Katana. That bike is just radical enough to get all the hyperattention Suzuki wanted, and good, bad or indifferent, all those letters from across the country prove it.

As for this 125-pound, 17-year-old farm boy, thanks, but I'll still keep dreaming about the too-good-to-be-true GS1100E, and leave the Katana to Muth.

P.S. About that Mr. Pearl Harbor: He has his head up a very dark place. Although the Virago barely manages to stir my blood, it's still a lot better than some old die-hard who refuses to see the shape of things to come.

S.R. Pritchett
Colorado Springs, Colorado

A RACEBIKE BY ANY OTHER NAME

Over the past few months, I've had a chance to read through some of the older issues of CYCLE GUIDE. One copy in particular, July '79 featuring the Dunstall Suzuki GS1000CS, caught my eye.

I must say, I was very impressed with those bikes, but the accompanying article "Viewpoint," by L.J.K. Setright has me a little confused. In the article, Setright said that given a few more years evolution, we

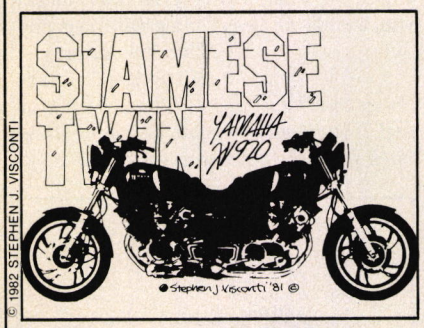
LETTERS

may have bikes that will do 170 mph or maybe even 200. But in that same issue, listed in CYCLE GUIDE's Cycle Guide, were the test results of a Yamaha TZ750E. Top speed on that machine is 180 mph, and it does the quarter-mile in 11.62 seconds at 125.5 mph.

It seems that the bike Mr. Setright spoke of has been here for some time.

Norm Ganong
Moncton N.B. Canada

It's been here all right, but confined to the racetrack. L.J.K. was referring to streetbikes—ed.



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A QUESTION FOR THE BARTENDER

In the May '82 issue, the Techspeak column by Mike Griffin ("Hot-rodding your fuel") mentioned using toluene to boost the octane, but didn't say anything about mix proportions.

What ratio would I use for mixing straight toluene with regular gas?

Grant Johnson
Oroville, California

Regarding Mike Griffin's article, "Hot-rodding your fuel," I have one question.

How much toluene do I mix with the gas?

J.K. Booth
Long Branch, New Jersey

The best advice is to follow the directions on the can, but as a rule of thumb, proportions generally are 80 parts gasoline to one part toluene—ed.

PLEASE, END THE SUSPENSE

For some time now I've been telling myself that no news is good news, but I'm beginning to worry. I can't take it any longer, I have to know.

Have you selected the winners of the Helmet Design Contest? Please, end the suspense. Tell me I won.

James Gebhardt
APO, New York

O.K. . . . time's up. I've searched through every issue trying to find out who won the Design Your Own Helmet Contest and so far I've not seen hide nor hair of a winner.

Continued

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LETTERS

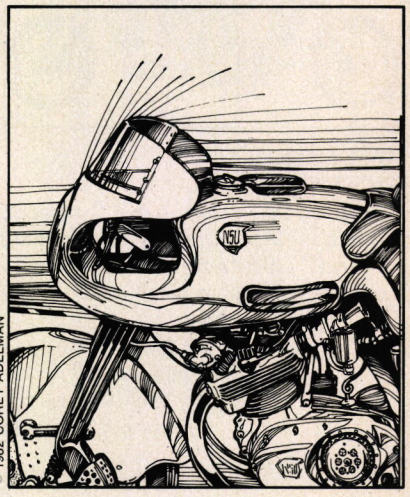
What happened? Have I gone blind? Have I missed an issue of CYCLE GUIDE and not noticed? (Never!!) Did the publisher's mother-in-law win four new helmets? Did you commission the judging to an avant garde artist who went berserk and fled to the Solomans to paint brown ladies for the rest of his life?

Let me know the worst. Have I lost? Must I go out and (saints preserve us) buy my own new helmet? Must I be doomed to go plain down the roadways of life, never displaying my individuality?

Don't keep me in suspense; let me hear the news, I can't take it. And if I didn't win, thanks anyway for a great magazine.

Don Davidson
Kittredge, Colorado

Sorry, but the winners all have been notified. Now, if only we could get that painter back from the Solomans–ed.



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HELP MY WIFE, PLEASE

I'm really writing this letter for my wife. She wants to know what you're supposed to do when the front tire starts to wiggle a little at 70-plus mph. From past experience, she now knows *not* to shut off the gas and put on the brakes. She tried this, and it resulted in a violent tank-slapper. Need she do it twice?

I watched the whole thing from 300 yards behind, back in the truck with all our furniture and belongings. I saw her slide down the pavement, and I saw my Shoei FM-2 explode into dozens of tiny pieces.

Luckily, she was wearing a heavy-duty, leather flight jacket, but unfortunately she wasn't wearing gloves. She still has a reminder of the day she played Evel Knievel on one of his off days.

Bruce Gillies
Meridian, Mississippi

Until she learns to ease off the throttle, why don't you let her drive the truck –ed. ●

CYCLE GUIDE

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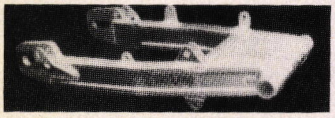

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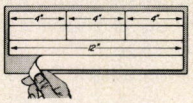
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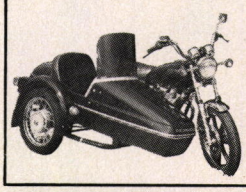

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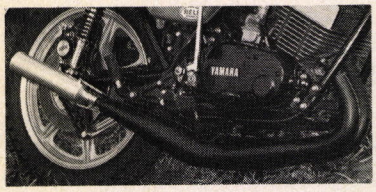

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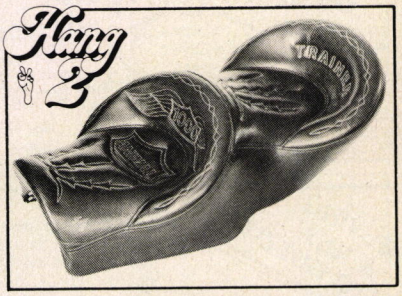

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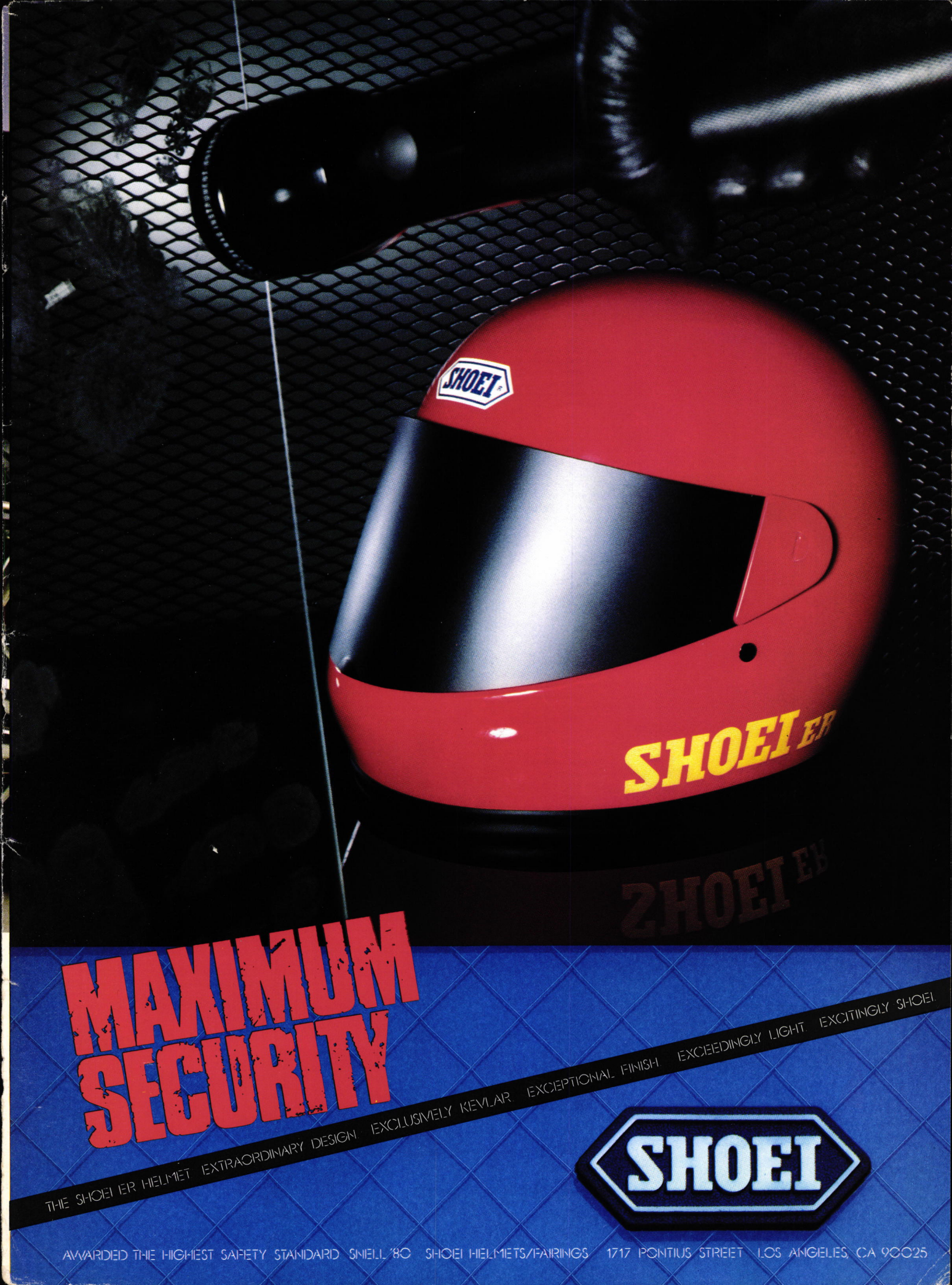

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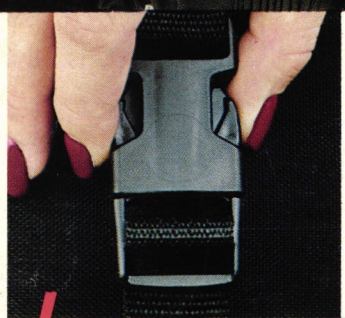

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